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BIRTHS.

On 10th September, at Shanghai, the wife of A. V. BROWN, of a son.
On 13th September, at Shanghai, to Mr. and Mrs. IVOR THOMAS, a son.
On 15th September, at Shanghai, the wife of GILLESPIE EDWARDS, China Navigation Co., of a son.
On 15th September, at Shanghai, the wife of Mr. H. BORNBER, of a daughter.
On 16th September, at Shanghai, the wife of ARNOLD HICSON, of a son.
On 17th September, at Shanghai, the wife of A. GOLDMAN, of a daughter.

DEATHS.

On 20th August, at Kuling, FLORENCE CORA, daughter of Mr. and Mrs. John H. Nightingale, Sookchow Customs, aged one year, two months and sixteen days.
On 15th September, at Weihaiwei, FRANK BAIRD KIDD, a native of Glasgow, Scotland, aged 53.
On 15th August, at Shanghai, TSZE MING-SHANG, aged sixty-six years, late member of the Court of Directors of the Imperial Bank of China, etc.

The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, SEPTEMBER 23, 1905.

THE PO LEUNG KUK.

(18th September.)

The Commission of Inquiry held some years ago into the conditions prevailing at the Po Leung Kuk, and the publication of the Bluebook in which was embodied the evidence of the witnesses, together with the report of the Commissioners, gave the general public a very fair idea of the methods adopted in working that institution. It is generally agreed that since it was established it has accomplished a great and beneficent work in reclaiming fallen women and protecting children too young to protect themselves. In Hongkong, as well as in Singapore and other places, the Po Leung Kuk has proved a valuable agency for good, frustrating the evil designs of unscrupulous procurers, and helping women who seek to leave the foul atmosphere of infamy into which they were originally placed, by giving them the opportunity to reform their lives, and by placing them in situations where the craving for illicit "pleasures" is unlikely to sway their ill-balanced minds. In the case of women or girls who have come to years of discretion, the difficulty of the Registrar-General is to obtain proof that the deluded people have been enticed to their horrible fate without their consent, and that is a difficulty which, if it is to be feared, can be

overcome in only the smallest number of cases. The fear of retribution at the hands of their "owners" is strong enough to exceed all other considerations. Children, of course, come within a different category. It is they who will obtain the greatest benefit from the operation of this Ordinance. At the same time, it is possible that the regulations of the Po Leung Kuk may prove harsher in their application to the unthinking mind, than the comparatively freer life, slavery though it be, to which they were called by the procurers. The rules and regulations made under the Ordinance by the Governor in Council suggest the idea that the Po Leung Kuk instead of being, as it is intended to be, and as it is now, a home and a shelter for the weak, the unstable and the unformed, may become a house of affliction to the inmates. The rules and regulations that none of the inmates shall attempt to leave the Po Leung Kuk without the permission of the Registrar-General, and that none shall be in a noisy or disorderly manner, are right and proper. Then, again, it is required that all lawful orders shall be obeyed, and that no attempt shall be made to communicate with any person except with the approval of those in charge of the refuge, which will also meet with approval. But when it comes to the question of punishment, which the committee may inflict on these unfortunate for any contravention of the rules and regulations, another phase of the "refuge" appears. For a first offence a woman or girl may be confined in a room by the matron for 24 hours; for what the matron may be pleased to term "repeated disobedience and recalcitrancy" the committee may order the offender to be confined in a dark cell for another 24 hours. So that a guileless little girl, in whom punishment breeds increased obstinacy and determined disobedience may have to suffer the pains and penalties which properly appertain to the criminal code. There are many children whose sense or idea of justice might be charmed away by a gentle word of kindness, a little tact, and a gracious forgiveness after a first offence, but in whom a feeling of unjust punishment will drive to the extreme of "recalcitrancy" until they become incorrigible offenders, ever under the ban of the institution's laws, ever the subject of scorn and contempt, and ever suffering the tortures of a misunderstood spirit. The Po Leung Kuk is not a prison; it is a refuge and a home for the unhappy and the misguided. It is a sort of boarding establishment for young girls, and as such the rules and regulations by which it is guided should be characterised by kindness and friendship rather than rough and stern principles, applicable rather to felons and miscreants than the poor children who are incarcerated there. It may be said, and we do not deny it for a moment, that the matron and her assistants are impartial, and are distinguished by all the attributes which belong to feminine grace and charm. But after all, matrons and teachers are only human; and once they take what we may call a spite against a girl then there is nothing too black for her. She is fit for anything; she is an imp of darkness; whenever anything happens she must be punished. If it happens that she is innocent, then the punishment will suffice for some misdemeanour that has not been found out. And so the girl grows up in an atmosphere of hatred and contumely; and well-meaning committee men complacently confirm the punishments proposed by those in charge, and go home to their families vaguely wondering that there should be so much wickedness in the world. And a young life is saved from one disaster only to be plunged into another form of body and soul torture. It may be argued that the dark cell is a sort of *denier retard*; but why should there be a dark cell there at all? The girls eligible for the Po Leung Kuk may be sent to the Italian Convent or to Miss Eyrle's Refuge. Are there dark cells there also? Or is the little recalcitrant, marched through the streets like a convicted prisoner to the Po Leung Kuk, in order to undergo that punishment which will leave an indelible mark on an unseared soul? Much good will be gained by the rule that "a record shall be kept of such punishment." Who cares how many records of that sort are kept, unless it be budding Lombrosos on the search for fledgling degenerates? The rules and regulations of the Po Leung Kuk as they now stand are only fit to be bracketed along with those of reformatory and prisons at home, but so far as we can remember even at home reformatory young girls are not subjected to dark cell treatment, and why should a little Chinese girl who—according to that time-honoured parrot-crier of the weak and incapable parent or guardian—"she has got over me altogether and I don't know what to do with her"—why should she undergo punishments which are considered too severe for her English sister? If these rules so far as punishments are concerned are put in force then the Po Leung Kuk will become a house of terror and not a house of refuge.

KOWLOON ODOURS.

Residents in Kowloon must acknowledge with gratitude the efforts of the *Hongkong Telegraph* in bringing to the notice of the authorities the insanitary condition of that suburb, caused mainly by the indiscriminate dumping of garbage in the streets, even in the residential quarters. It is only a few weeks ago since the article on "Kowloon Odours" appeared, and already the matter has been taken up by the sanitary authorities. Their zeal has been rewarded by the conviction of lazy servants, who preferred to throw the rubbish of their establishments

into the public roads rather than dispose of it in the orthodox manner. Indeed, the crusade against those offenders against decency and health has been inaugurated with such thoroughness that one is tempted to believe the sanitary people have only now awakened to a sense of their duties, and are seeking to make up for past delinquencies in this respect by increased vigilance to-day. However, that is neither here nor there; the fact remains that Kowloon is on the straight way to being swept clear of those horrible stenches which befouled the air, and rendered a saunter after dark something like an experience of Dante in the depths. There was great need for this reform, as every Kowloon resident well knows. And the Hongkong visitors who had to pick their way through a mass of fetid matter and suffer torments from the unconscionable smells that everywhere prevailed, will no longer regard an evening trip to the mainland as a sort of penance for nostalgic sins. We would suggest that those living in Kowloon who, while appreciating the labours of the sanitary officials, still undergo a physical affliction by reason of existing nuisances undiscovered by the sanitary people, should communicate with the Sanitary Board on the subject. For it cannot be expected that a district which has been allowed to become a kind of glorified midden can be cleansed in the twinkling of an eye, or that the sanitary officials can become ubiquitous all at once. For one thing we may be grateful, and that is the promptitude with which the sanitary authorities acted on the information conveyed in these columns.

IMPORTANT MINING CONCESSION.

(19th September.)

There can be no doubt of the fact that China is beginning to realise how important it is for her to endeavour seriously to approach the problem of developing her mineral resources, and the new set of regulations published at the time that the control of mines and railways passed from the hands of the Bureau of Mines and Railways into those of the lately created Board of Commerce afford an indication that she is prepared to go further than she has ever gone before. It was recently pointed out in our columns that the Governor of Chekiang had notified H.B.M.'s Consul that the agreement concerning a mining concession, arrived at between Mr. C. Montague Ede, the representative of the concessionaries, and Kao Erh-Yih, would not be recognized as the Board of Agriculture, Commerce and Industry had neither sanctioned same nor affixed their official seal thereto. To this the British Minister to Peking has since replied. In an official despatch to the Waiwup he draws attention to the fact that the agreement regarding the control of mines all through the province of Chekiang, entered into between Mr. Ede and Kao Erh-Yih, could not be cancelled as the official seal of the Bureau of Commercial Affairs has been placed on the document. This is how the matter stands at present, and the result of further negotiations is awaited with some interest as the excuse on the part of the Governor of Chekiang to have the agreement set aside seems to indicate that other motives than those assigned are at the bottom of the whole affair. What these are it is, of course, difficult to say, although in view of the fact that the guiding principle sought to be established in the set of regulations recently drawn up is that all in undertakings in connection with the control of mines Chinese capital must predominate, it is reasonable to assume that the onerous conditions attaching to any participation of foreign capital have for their object a deferring of any grants or concessions until such time as China considers herself in a position more effectually to resist what she is pleased to consider European aggression. According to these rules as set out by the Commercial Attaché to His Majesty's Legation at Peking in the case of a Chinese company, the aid of foreign capital has to be invoked, the amount must not exceed fifty per cent of the whole, and foreign companies must reserve 30 per cent of their share capital to be taken up by Chinese. It is also stipulated that no mining license can be applied for in respect of an area greater than ten square miles, the length not exceeding four times the breadth, while prospecting licenses, available for one year, only give the holder the right to make surface examination of the ground. It is understood that these regulations have not been agreed to by the foreign representatives, and it remains to be seen what modifications will eventually be introduced. Meanwhile, native syndicates are being formed for the opening up of mines with Chinese capital only, and as a result there seems to be no hurry towards extending existing mining concessions or even obtaining new grants. Of the wealth of the province about which Mr. Montague Ede is more directly concerned little appears to be generally known. Some two years ago an American mining engineer, accompanied by an Italian analytical chemist, surveyed parts of Chekiang on behalf of a foreign syndicate, which had been granted a concession by the Chinese Central Government to mine for iron and coal in the four prefectures of Wenchow, Chi-chow, Chi-chow and Yen-chow. It is understood that during this survey an unlimited amount of rich iron sand was found in the district of Nan-chi, but, unfortunately, no coal. Hang-chow Fu, the chief prefecture in the province, is known to be rich in a great variety of products, but its minerals have not yet been discovered, excepting coal and salt, while, according to *Nany's* *Missionary* coal of fairly good quality

is to be found in the prefecture of Wenchow. Neither coal nor iron is extensively worked in that district, owing to various drawbacks, in the way of lack of capital, enterprise, and cheap means of transportation of the minerals to suitable markets. From the same source we gather that at Chi-chow vermillion is the only mineral heard of, though the writer has not been able to discover whether it was made of metallic ores produced locally, or otherwise. At Shao-hing salt is rather extensively evaporated from sea water, and a bad or poor quality of coal is found, while coal, salt and iron are obtainable at Ning-po, Tai-chow and Hu-chow. Thus it will be seen that while the discovery of minerals in the province of Chekiang, in sufficient deposit to warrant the attempt to enlist foreign capital in its exploitation does not appear to have taken place until the last few years nothing much has been done towards the development of the deposits in the province. Now that Mr. Montague Ede has recognised the importance of the mineral wealth of Chekiang and has had the tenacity of purpose to carry into effect the effort to raise the requisite funds for the enterprise, it is to be hoped that the Imperial Government are not going to quibble over a point concerning which they are assuredly in the wrong.

THE Y. M. C. A.

(29th September.)

An extraordinary general meeting of the members of the Hongkong Young Men's Christian Association was held the other night to discuss the momentous question whether soldiers and sailors should be considered worthy of admission to membership. After a long and, no doubt, earnest discussion it was agreed by a two to one vote that the managers and directors of the Institute should be recommended to admit the wearers of the King's uniform. But, of course, everybody at the meeting knew that this recommendation was a mere sop, for there is not the slightest doubt that the powers that be in connection with the Institute will quietly shelve the recommendation and no more will be heard about it. Soldiers and sailors, it is granted, may be Christians in the accepted term, but they are not fit associates for the young gentlemen of the Institute! The reason why this subject was considered worthy of a special meeting is to be found in the fact that wholesale resignations have been received during the last few weeks. An effort has been made to recruit the ranks of the elect, and those members who still cling to the ship have been most strenuously urged to induce their friends to join. Unfortunately for the Y.M.C.A. some idea of the lines on which it is at present conducted have leaked out, despite the best endeavours of the management to prevent such disclosures, and outsiders are chary of the organisation. They ask awkward questions to which answers are not forthcoming. For instance, they may ask how the membership stands to-day; now, even members of the Y.M.C.A. are denied that knowledge, so it is impossible that strangers should be enlightened on the subject. Recently the membership stood at 150; that number has been gradually dwindling till the total membership cannot be much over 100. Of these, 60 per cent, never attend at the Institute at all, and the remainder only pay casual visits to the reading-room, when there is nothing better to do. The suggestion was made at the meeting the other night that the Institute is run on far too expensive a scale. It has never paid its way since it started; every month the original guarantors are called upon to make good the deficit, but this cannot go on for ever. Even although the Institute makes separate charges for every branch of sport or study held under the auspices of the Association, it has been found impossible to make both ends meet. The proposal that the Institute should either open its doors to all and sundry who are non-Chinese, or locate itself in a less fashionable quarter of the city has been treated with contumely. The suggestion that the Christian side of the work might be less ostentatiously pushed, if that were possible, has received a considerable amount of support, so there is a picture for those who can read it. The Y.M.C.A. and its Institute should really be a boon to the young men of the city. It should be the rendezvous of all people who are young men. There is a distinct want in this direction, for there is no place in Hongkong at present where young men drawing medium salaries can attend with the certainty of meeting their friends. The Y.M.C.A. should be in a position to fill that vacuum, and but for one or two dominant spirits it probably would meet the requirements indicated. At present candidates for admission have to submit their names to a cabal of three, whose doings are locked in obscurity, whose judgments are held the other evening it is distinctly understood, say, it is impressed upon the members that the proceedings shall be considered secret, held behind locked doors, as if the Y.M.C.A. was a sort of modern Inquisition. Then the directors or those in charge vaguely wonder why the Y.M.C.A. is not popular. There are a few leading spirits in the Association, and it is due to their independence and plain speaking that the resolution which will be duly squelched later on—to admit sailors and soldiers was carried, but as a rule their efforts to popularise the Association are foredoomed to failure. What the Association wants is a live committee

in touch with the average assistant in Hongkong. Then, the class prejudices, to which we referred on a former occasion, should be flung to the winds. There are members of other institutions who would not be eligible for membership in the Y.M.C.A. not because they led loose and dissolute lives or had failed to keep the eleventh commandment, but because they are not up to the standard of the young gentlemen who sway the destinies of this most exclusive organisation. We shall not add "and vice versa," lest we be misunderstood. The fact is that if the Y.M.C.A. in Hongkong is to prosper and fill the niche in the community which it fills in other places, it must abandon all party snobishness and come down to the level of everyday life. Everybody admits that the Y.M.C.A. is an excellent institution; it is a practical outcome of the better instincts of mankind. If it were a club or a doting case would be different. But it does not pretend to be that; it simply arrogates to itself the functions of a club, at charges which are quite equal to those of many of the best clubs in the East. Whether soldiers and sailors are or are not admitted to membership in the Association, and that is now a question for the high contracting parties in the Association, it is evident that strong measures will have to be adopted in the very near future if a collapse is to be avoided. The portals of the Association must be widened; there must be a broader outlook by those at the head of affairs. It was suggested that the European branch of the Association should devote the profit of the Bank Holiday trip to giving an "At home" to the Chinese branch. Such an idea was too revolutionary to be entertained for a moment, and it was quickly demolished. It is that spirit of conservatism which should be exorcised. If the directors, managers and a proportion of the members will only look at the position in a broad-minded way the prospects of the Association would be magnified. Instead of dragging on a hand to mouth existence, like a shabby-genteel family interned in a palace, the coffers of the Association would be filled to overflowing, the aims and objects of the Association would be advanced in every respect, and all the bickerings and futile discussions which have occurred of late would be relegated to the limbo of the past.

OUR PUBLIC REQUIREMENTS.

(22nd September.)

It was inevitable, of course, that another legislative afternoon should, for the most part, be consumed in the discussion of the Estimates of Revenue and Expenditure for the forthcoming fiscal year. But there is always consolation for the dreariness of figures in the important announcements frequently made by H.E. the Governor, or in the interesting suggestions coming from certain Unofficial Members of the Council. Thanks to the clear and useful speeches of the Hon. Mr. Robert Shewan and the Hon. Mr. Gershom Stewart and to the lucid explanations of H.E. Sir Matthew Nathan yesterday's debate was of more than ordinary interest and affords much material for reflection. Among the salient points in the speech of the Hon. Mr. Shewan, to which His Excellency thought fit to reply, is that on the subject of education to which every paternal Government invariably devotes much thought. In his address on the re-assembling of Council a fortnight ago the President, reviewing the education vote, pointed to the proposed diminution in the expenditure under this head, from 395 to 273 per cent. of the Colony's revenue. From the Budget framer's point of view rigid economy is regarded with a high degree of favour, but it devolves upon our guardians on the legislative assembly to protect the public interests, and in drawing attention to what we may term a false economy in the retrenchment of the expenditure on education we think the hon. member for the Chamber of Commerce has earned the encomiums of every right-thinking individual in Hongkong. It is true that the public schools and colleges on the Island, and the elementary schools on the mainland, have trained a large percentage of what may be termed transient residents, but on the other hand it should not be forgotten that those very residents, the so-called subjects of China, contribute in some form, or another their quota to the general revenue of the Colony. Posted as we are on the threshold of the vast Chinese Empire it has been our honour and our boast that we are in the position to set them the example of all that is good in the matter, not only of Western civilisation, but also of Western learning, and of elevating the Chinese minds by the system of education which we have inaugurated and improved in Hongkong. We are fulfilling that laudable mission which has its own reward: So utterly infinitesimal is the proportion of 273 per cent. of our total revenue devoted to the promotion and spread of education in Hongkong that it is almost unnecessary to reiterate what we urged in a previous article some eighteen months since, when we said, "we think it will be generally admitted that in the matter of education, the Government should not be too parsimonious. In proportion to the revenue of the Colony the expenditure under this head is certainly anything but extravagant." And we cannot too strongly recommend liberality in respect of education in the Colony. In the home country we have an example of progression rather than retrogression in the matter of public instruction, as the following official figures will show:—In 1879 the cost per head was £7.75; in 1879, £7.16; in 1895, £1.19; and in 1901, £2.68. In primary schools and £3.00; in board schools. This in itself should be sufficient

proof that in this all-important matter retrenchment is a step in the wrong direction; if any attempt is to be made at carrying out the real object of education, and of doing what is suitably incumbent upon the Colony, that of this enough. We turn to another matter of no little importance brought forward by the Hon. Mr. Shewan, and refer to the breakwater, at the West end of the harbour, as planned a few years back by Mr. R. K. Leigh, of the firm of Messrs. Leigh and Orange, which with such modifications, if any, as are desirable might, in our opinion, be adopted in compliance with the urgent need of the shipping community. The present condition of affairs involves an unnecessary expenditure to the shipping firms in the desertion of the harbour by junk and smaller craft, afloat, from the shipping limits to the shelter at Causeway Bay as soon as the first signal of an approaching typhoon is hoisted. Owing also to the congested condition of the small area enclosed by the Causeway Bay breakwater lives are unnecessarily sacrificed during a gale, which might otherwise be saved were a more convenient and more accessible shelter provided for the tens of thousands of our floating population who are sub-a necessary adjunct to the shipping interests at this port. Were a scheme to be brought up, and public funds not forthcoming in the direction of the immediate carrying out of this utilitarian and, we may also add, philanthropic project, we venture the assertion with some degree of confidence that, among the unofficial and leading members of the wealthy Chinese citizens in our midst there should be found those who, by their munificence, would willingly co-operate with funds towards the completion of a public work which should really fall upon the exchequer of the Colony and whose execution will tend to preserve many useful and valuable lives, while it should relieve shipping of the vexatious hindrances which are too often experienced during the period of storms in this harbour by the desertion of the indispensable smaller craft as a measure of safety and precaution. As to the expression of the Governor's attitude towards the removal of the Clock Tower, which at present stands in the way of traffic in one of the most congested parts of the city, we voice the opinion of a large and, by no means unimportant section of the community in expressing the views of our esteemed Chinese fellow-citizens, that the removal of this obstruction to a site destined for it at the base of Blake Pier will be regarded with much favour by those who contribute such a preponderant share of the revenue of the Colony. It is not often that Chinese give expression to their views on public matters, but those views when expressed are generally well weighed and worthy of consideration in the highest quarters. As such and having correctly gauged the feelings of those who are the most capable and reliable judges of public opinion amongst the Chinese in our midst, we would appeal to His Excellency in deference to the wishes of his subjects to have re-erected on the new and most suitable site the Clock Tower which at present serves no useful purpose and which, on the water front, will be a piece of architectural embellishment as well as of the utmost utility within a site now so conspicuous for the beauty and prominence of its handsome public and private buildings. Another matter which the Hon. Member for the Chamber of Commerce thought the Government might look into was that of the registration of Chinese partnerships. The question was raised as far back as 1874 when the Chinese community of the Colony presented a petition suggesting that a system of registration should be introduced. This resulted in the framing of a draft Ordinance, but various suggestions being made the matter was shelved for three years after which the Chamber of Commerce approached the Government. Nothing, however, resulted, and four years ago a Committee went thoroughly into the matter and arrived at the conclusion that as it would be impracticable to give due effect to legislation on the subject it would be inadvisable to introduce any measure. It was thought that, in consequence of the difference between English and Chinese law as to the liabilities of a partner in an insolvent firm, the Chinese would not be inclined to register their true names, and that any such registration would, therefore, tend to fraud and litigation. But as we pointed out at the time, within the past two decades the volume of business locally has increased enormously and the number of Chinese firms carrying on business now has likewise greatly augmented. The difficulty to be contended with now is in no way minimized; on the contrary, it has been accentuated to a degree that if honest traders are to be protected, the Legislature must step in and afford that assistance which firms doing a legitimate business in Hongkong expect from the Government. As we have previously suggested, if we wish to cast about for precedence, we can find it in our neighbouring French Colonial possessions where, we believe, registration is compulsory, though when looking to them we are not advocating the emulation of France in her business methods in their entirety. We might advantageously select the grain from the chaff. But whatever method of procedure may be taken to attain the end in view there can be no doubt that registration is desirable and advisable. From the first there has never been any doubt on which the wishes and convictions of the community lay, and let us hope that in the fact of H.E. suggesting the question should again be discussed by the Chamber of Commerce there is no uneasy semi-consciousness on the part of Government of having shifted legislation on so important a subject.

19th Year

[illegible]

* *The Far East*; By Archibald Little; published in "The Regions of the World" series at the Clarendon Press, Oxford—price 7/6.

18th inst.

**RUSSIAN INTERNED SHIPS TO
GO TO VLADIVOSTOCK**

The *China Review* understands that orders have been given to get everything ready on board all the interned Russian vessels which are at present in Chinese and other ports, in order to proceed, as soon as the peace terms are duly signed, up to Vladivostok where they will winter. They will be quite the nucleus of a fine squadron when they all arrive and join the three cruisers at present in the northern port. There will be the battleship *Tsarevitch* and the torpedo boats from Tientsin; the cruiser *Albat* and the gunboat *Mandjour*, together with several transports and torpedo boats from Shanghai; the three cruisers now under repair at Manila; the cruiser *Diana* at Hongkong; the converted cruiser *Ussuri* at San Francisco; and the eight smaller craft lying in Chinese ports.

AN UNINTERESTING CALENDAR

The Attorney General, in opening the case for the prosecution, said the prisoner was charged with robbery with violence. A Chinaman gave the name of Yo On, on the 14th of last month, was on his way to pay a visit to a relation of his employed at the rifle range. When half way up the hill he saw the prisoner gesturing and talking to him and heard a shout—"Come up and see and see this". Curiosity got the better of Yo On, and instead of going on he turned aside to see what the prisoner was to show him. As soon as he approached, the prisoner attacked him, knocked him down and rendered him unconscious. He then robbed the complainant of his property and watch and other things. He was taken to the station, where he was found lying in a ravine, the prisoner gone. Later in the day the prisoner was arrested on another charge and on being searched a pawn ticket was found in his pocket which led to the discovery of Lo On's assailant.

Following is the second annual report of the

The accounts show a credit balance of \$11.67. At an "At Home" held on the Ground of the winning team on 6th May last, the President, the Hon. Mr. T. Sercombe Smith, kindly presided at the presentation of the Shield and medals to the Captain and members of the successful XI, and at the same time handed over Mr. Hoggan's Cup to the winner.

STOPPED BY RAIN

song of Green's. "Sing me to sleep," in a pleasing style he has made quite his own. Wieniawski's "Romance," by Mr. F. Joki, was one of the gems of the evening, the beautiful melody and the splendid mastery of technique combined to give a fine rendering of a difficult composition with its ennobling effect produced with so much sympathy by Mr. Joki. It was at this stage that rain commenced to fall heavily and caused a hasty exodus from the ground. We were disappointed at not hearing more of this artist's delightful playing and trust he will soon give the people of Hongkong another opportunity of listening to him. It was a disappointment not to hear Mrs. A. G. Gordon. However, as she will be prevailed upon to contribute to next concert. Mr. G. Grimbie bore out reputation as an accompanist, and was sympathy with all the singers.

GIFTS FROM THE GOVERNOR:

18th inst.

The Seamen's Institute on the Praya Estuary was greatly surprised to receive from the Government a beautiful picture (or the adornment of the building, from His Excellency Sir Matthew Nathan. The picture, which came direct from London, represent a variety of homely scenes most of them are oleographs, but among them there is a painting of a sea-side scene which has a very high artistic value. The Government has witnessed the utmost interest in the welfare of the Institution—where is the result of Rev. Mr. Francis's efforts—in this latest evidence of His Excellency's thoughtfulness will be highly appreciated by all concerned themselves with the welfare of men and married men ashore, the additional fact that the Government has donated to the Institute a fine billiard table, through the B. League. The table is a new one and was, understand, obtained from Messrs. Lane, Crawford & Co. It will be installed very shortly so that seamen who care to spend their time ashore need have no excuse for frequenting the billiard saloon about in the heart of the city. It is eminently satisfactory to learn that the Seamen's Institute is progressing favourably. There was the fear at first that would go the way of its predecessor—rise like a rocket and fall like the stick. But every month has shown an increased attendance of seamen and the fact that the Institution has so fully taken advantage of a fact which, we think, is due to the indefatigable labours of master and matron of the establishment. The bright and cheery appearance of the building will be greatly enhanced by the additional fact of His Excellency's gift, and the billiard table in position the Institute should be a partake more of the nature of a Club than mere casual place of resort.

EXCITED PUBLIC OPINION

SOME INCIDENTS.

A SEMI-OFFICIAL DEFENCE.

As the knowledge of the conditions under which Japan was agreed to make peace with Russia became widespread, the public indignation grew to a new height. The public indignation was the political cause which has been the chief reason of the past few weeks. But the indignation was not the only cause. The circumstances which have produced the indignation are as follows: (1) Japan, and (2) Russia, have agreed upon a peace which is not only a peace of the sword, but a peace of the pen. The peace of the sword is a peace which is not only a peace of the sword, but a peace of the pen. The peace of the pen is a peace which is not only a peace of the sword, but a peace of the pen.

In response to this Imperial Command, continues our contemporary, all young men of the Empire eagerly joined the regimental standards, while the aged, women and children remained at home toiling day after day doing their hardest to supply the war fund. The object was simply to reach a permanent peace and the glory of the Empire. Rmpire in compliance with the Imperial Command. On their part the Army and Navy have successfully carried on hostilities, with all their strength and valour, winning every battle, and they have surely accomplished the Imperial command to the utmostmost satisfaction in order, to seek by the force of arms the guarantee of peace desired by his Majesty. What are the 'competent authorities' of the Government doing? asks the *Asahi*. The Government has taken the most prompt and effective measures and has been successful in nullifying the hostile intentions of the

and the fruits of victory might be likened to the fruits of the Sarghian Treaty signed in 1855 between Takemochi Shimonogaki and Ignatius. A small piece of land in northern island, concludes the *Koko Shimbun* remains as the memento of Japan's heavy sacrifice of life and her humiliation as the victor of a victorious war.

A certain Government official, said to hold an important office, is reported as speaking in defence of the Government and in reply to the popular attacks that are being made. This official says that those who regard the peace terms just agreed upon as humiliating to the Empire are lacking in foresight and judgment, adding that the opinion of the people is not the basis upon which the Ministers for War and the Navy make public, the people will see their mistake. When the overtures for peace negotiations were opened, the Premier stated privately that it would be evident from the Imperial Decree declaring War that the war was undertaken for purposes of self-defence, but not with aggressive designs. As a result of the war, the Government has been able to win the respect and admiration of the world.

tain designs in Manchuria were frustrated, and Manchuria was also brought within the Japanese sphere of influence. The primary objective of Japan was therefore attained. The sacrifice of life and blood was not in vain. The Japanese were only contemplating a limited conquest, and male objectives have been recorded in the opinion of the Elder Statesmen. It would not be a difficult task for the Japanese Army to occupy Harbin and Vladivostok, but the continuation of the war for another year only would cost Japan some 5,000 million yen, making the total cost of the war 3,000 million yen, and this was a serious question, whether the nation could stand the strain. Even taking it for granted that the nation could stand the burden, it was entirely out of the question for Japan to occupy St. Petersburg and so strike Russia in a vital part. Moreover, it is no less difficult to extract an indemnity from Russia. It is expedient for Japan to bring the war to an end at the present moment, before the nation has been crushed and the burden of financial expenditure has become almost insupportable. Japan must satisfy in such a position as to compel Russia to pay the expenses of the war. The opinion of the chiefs of the Army and Navy is this. The unbroken series of victories which have been obtained by the Japanese arms since the outbreak of the war are chiefly due to the valour of the officers and men, but in a large measure to the grace of Heaven. Yet this is doubtful, and what is certain is that the Japanese are sustained. If the Japanese army were to continue to win victories, it must be at an immense sacrifice of life. Now the opportunity for peace has come, and it seems better to end the struggle and preserve forever the glorious name of the Japanese Army and Navy has won on the field. From this point of view, it is rather fortunate that the country has obtained the present respite from the present aggression. This is the opinion of the Elder Statesmen and the Cabinet Ministers consider the successful conclusion of the peace negotiations at the present moment as a great advantage to Japan. — *Japan Chronicle*

FULL DETAILS

FROM THE "JAPAN CHRONICLE."

[BY ARRANGEMENT BETWEEN JHM]

"JJI" AND "CHRONICLE."

London, 5th September

The *Matta* (Paris) states that the following is the text of the Treaty of Peace, which consists of 55 articles:

- 1.—The Article provides for the re-establishment of peace and friendship between Japan and Russia and between the subjects of the two Powers.
- 2.—Russia recognises Japan's preponderating interests in Korea from a political, military, or economic point of view, and will not oppose such measures of guidance, protection, or control as Japan may consider it necessary to take in the peninsula upon agreement with the Korean Government. Russian enterprises shall enjoy the same status in Korea as those enterprises of other countries.

3.—There shall be a simultaneous evacuation of Manchuria by Russian and Japanese troops. All the rights that have been acquired by private persons and companies, however, shall be preserved intact.

4.—The Russian rights regarding the lease over Port Arthur, Dalny, and the adjacent territories and waters shall pass entirely to Japan, which guarantees that the property and rights of Russian subjects in those territories shall be safeguarded and respected.

4.—Japan and Russia make a reciprocal pledge to put no obstacle in the way of such generous measures for the granting of equal treatment to all nations as China may take for the development of Manchurian commerce.

6.—The Manchurian Railway shall be divided between Russia and Japan at Kuang-chén-tze Station (Changchunfu). Both the Russian and Japanese sections shall be employed solely for commercial purposes, Russia

preserving as regards her section all the rights acquired by her Conventions with China for railway construction. On the other hand, Japan acquires the coal-mines which supply her section of the line. The high contracting parties are free to undertake whatever works

7.—The high contracting parties undertake to establish a railway junction uniting their respective sections at Kuang-chenta.

9.—Russia cedes the southern half of Saghalien as far north as the 50th parallel of North latitude; and grants Japan free navigation in the La Pérouse Straits (Soya Straits) and the

10.—This Article defines the status of Russian subjects in Southern Sakhalen, where Russian settlers shall be free to remain without changing their nationality. Japan, however,

11.—Russia undertakes to negotiate an agreement concerning the grant of fishing rights to Japan in Russian territorial waters in the Japan Sea and in the Okhotsk Sea.

12.—The high contracting parties agree to renew the Treaty of Commerce existing between them before the war, each party again enjoying the benefit of the most-favored

13—The prisoners of war shall be exchanged. Each party shall refund the actual cost of maintenance, in respect of which accounts must be furnished.

14.—It is provided that the Treaty shall be drafted in two languages, the French text being authoritative for Russia and the English text for Japan.

15.—The ratifications of the Treaty are to be countersigned by both Sovereigns within a

days after signatures of the protocol. The French Minister at Tokio and the American Minister at St. Petersburg shall announce the ratifications made by the respective parties.

N. C. D. News.

A CHRISTIAN convert at Chiao-chow, Shansi, had occasion recently to go to law in connection with some land dispute, when the Magistrate, instead of dispensing justice with as

even hand, inflicted severe torture on the
fendant, a non-convict who was then confined
in prison. The local populace, incited to
righteous indignation, rose in a body to
avenge with the Christians and a Weylan was

He also unwisely tried to crush the Country people by force, and paid for his arrogance with his life. The Magistrate frightened at the seriousness of the situation, falsely reported to the Governor, that the 'bad' Russians had won.

spired with members of secret societies for starting a rebellion. Troops were immediately ordered to proceed to Oshang-chou, but returned after covering half the journey, for the people came to meet the troops to refuse the

Weyman will now investigate the matter, and no troops will be sent.

21st 1916

[illegible]

BOXING IN HONGKONG.

FIGHTS FOR THE WELTER-WEIGHT AND MIDDLE-WEIGHT CHAMPIONSHIPS.

20th inst.

Seldom is Hongkong treated to such a display of athletic prowess as was provided at the Casino Royal last night. There has been a good deal of irritation lately on account of the obvious lack which have been panned off on the sporting public as the genuine thing, and there is never any smoke without some fire behind it. Truth to tell, some of the world-beating champions of the Orient have been championed at everything but boxing, and the decision has been given by the public to get enough to clear out of the Colony with, so that they might bamboozle some other town, have generated a profound contempt for some of the so-called sporting gents, among those who love boxing for its own sake and not as a means of deceiving the public. Consequently when it was announced that two championships would be disposed of last night, there was a perceptible air of questioning in the air, significant by the way as to the character of the candidates for the welter-weight and middle-weight championships of China. That ordeal was safely passed through by the competitors, although it must in honesty be confessed, there were a few doubting Thomases in the audience. The result, however, proved beyond all manner of doubt that the fights for the championships were the real thing, and that the suggestion of a hoax was a very silly one. The fights were for the National Sporting Club. They proved a revelation to those who have only seen boxing as enunciated by some pasters by whom it is not necessary to specify, Newman, of Hongkong, and Roberts, of the Keats, fought a capital fight for the welter-weight championship and no man better deserved a victory than did Sam Newman. The punishment he endured while waiting to place the crushing blow which he delivered with a cut on the left eye, and his opponent came. The final blow that drove Roberts to the ground, where he remained until the count-out, was irresistible. For the middle weight championship Jack Weddy, who is described as the champion of the Hawaiian Islands, whatever that may mean, met F. H. Greenhill, of the R.G.A. But the four rounds that sufficed for this event did not afford the merest suggestion of boxing. It was more in the nature of a farce than a fight. Weddy had his man beat in the first round and played with him as a cat with a mouse till the fourth.

THE BANTAMS.

The programme opened with a bout between Griffiths and Coyne, Marriott being unable to appear as that the former took his place. Griffiths specified that the bout should be reduced to six rounds instead of eight and he did wisely as it turned out. The bantams went at each other hammer and tongs from the first; there was not so much science displayed as a desire to win by sheer slugging. Coyne got home some pretty clever blows, but his opponent was too quick for him. Coyne was the better of the first round, but Griffiths turned up bright and fresh for the second. Although Coyne was the lighter in step, Griffiths landed the heavier blows. Coyne might have won so far on points, but Griffiths was the likelier man to reach the finish. In the third round, Griffiths landed a pat on Coyne's right jaw which sent him into a spinning to the ropes. When he came forward again a knock-out blow was delivered which sent him down. Griffiths, however, was rapidly losing his wind, and if Coyne had followed up his advantage in the fourth round he should have finished his opponent. There was an air of caution about the pair in the next round, until Griffiths cornered Coyne and served out a couple of slashing head strokes which provided a starry vision for the latter. The sixth and last round was comparatively slow. Both boxers were waiting for the second wind which would not come. Coyne, who was as nimble as ever, the referee declared the match a draw, which pleased everybody. Had the bout continued, the probability is that Coyne would have won; he was still fit and spry when the gong sounded, while Griffiths seemed to be "puffed out."

AMATEUR WRESTLING CHAMPIONSHIP.

J. Wittichell, of Hongkong, and J. Collins, of the Army Ordnance Corps, both Sandow gold medalists, met in a wrestling contest for the amateur championship of Hongkong. A trophy, presented by Sam Newman and Jack Weddy, was also offered to the winner. The match was never any different to the result. Wittichell's long reach and powerful frame quite overpowered the compact Collins. It was a catch-as-catch-can style. When the competitors closed it was simply a case of Wittichell exerting his strength and setting Collins on the ground. The first round occupied one and three-quarter minutes. The second round was even shorter. Wittichell caught his opponent by the middle and laid him on the ground in 30 seconds. Collins was too good as he was when he was in the Sandow medal, but that may be accounted for by want of practice.

THE WELTER-WEIGHT CHAMPIONSHIP.

The event of the evening was the fight for the welter-weight championship. As Sam Newman and C. Roberts stepped into the ring they received a great ovation. Both looked fit, although Sam looked a trifle tired as if off colour. The start was quiet; Newman forced, but Roberts kept on the defensive, till he got an opening and landed a couple right and left. That started his opponent. Roberts began to hit him wildly, and once landed the lpp on one foot as the result of a resounding whack. Newman, in the second round, walked round Roberts like a lump of indiarubber but failed to draw the Antillean. At last Roberts responded to the invitation and was promptly swept outside the ropes. No damage done. Newman was playing the prettier game, carefully planting his body blows till Roberts changed his guard. A rush by the soldier took Sam unawares as he received a back kick which he weakly replied. Roberts repeated the stroke in another couple of seconds, whereupon Newman chased Roberts to the ropes and gave him a slashing punishment at the corner. The fourth round went to Roberts on blows landed, but Sam showed the better boxing. First blood was drawn in the fifth round. Newman contributing his forcing tactics, managed to find a soft place with his left, but Roberts responded with a stunning swing on the left ear which landed with blood. Thence onwards Roberts kept his eye on that weak Sam Newman was giving a very sportmanlike display. Once he got Roberts in such a position that a couple of undercuts might easily have proved efficacious, but he waived the right in case there should be any suspicion of foul work. Clinching was the order of the day in the seventh and eighth rounds. Newman started hard, with Roberts blowing. Newman had the best of the tenth and eleventh rounds showed Roberts weakening. Newman got him at the ropes three times and punished him severely. The twelfth was the last round. Newman came romping away from his corner and laid Roberts out. He rose at the corner

of nine, and was again driven to his knees. Again he waited till his opponent was crouched, crawled weakly up to Newman, who pinched him, and then he was out. It was a first-class fight, distinguished by close sportsmanlike tactics; there was not a suspicion of a foul from start to finish.

THE MIDDLE-WEIGHT CHAMPIONSHIP.
Jack Weddy's fight with F. H. Greenhill was as has been said, pretty much in the nature of a farce. Weddy played the clown, with his windmill preparations. Greenhill never had a look-in and when he retired at the fourth round, he may be assured that he did the best he could.

Mr. A. E. Parker, acted as referee to the satisfaction of the audience and ring.

Mr. A. B. Kelly was timekeeper.

SHIPPING INTELLIGENCE.

18th inst.

The British steamers *Puwei* and *Pleiku*, 1,167 tons each, have been sold to Japanese.

The steamer *Kirin*, 1,441 tons, refitted at Port Arthur, has been named the *Kichirin Maru*.

The Mitsui Bishi dockyard at Nagasaki has 14 steamers under repair, and several under construction.

The N. Y. K. has recently received three steamers from England, the *Sagami*, *Tokai Maru*, and *Tatsumi Maru*.

The Mercantile Marine Officers' Association at Shanghai have decided upon building new quarters at the corner of North Soochow and Woosung Roads.

The H.A.L.S. *Admiral von Tirpitz*, which is run between Shanghai and Tientsin, is described as the "finest-looking merchant steamer that has ever been to Tientsin."

The Court of Inquiry into the explosion on the U.S.S. *Bennington* has found that the safety-valves on the exploded boiler were rusted, and did not work. Captain Charles T. Vane, who was responsible for their being in order, is to be court-martialed.

Grave fears are being entertained in shipping circles regarding the safety of the American four-masted schooner *Honolulu* which left Shanghai in ballast for Port Townsend on the 12th March last. The *Honolulu* is a new vessel of 907 tons, and was chartered by Captain Vane, who was responsible for their being in order, is to be court-martialed.

Shipping masters having entered complaints of the impediment caused to navigation in the harbour by boats anchoring in the Northern Fairway, the water police are keeping a sharp look out in this vicinity for offenders, with the result that this morning Inspector Langley appeared with a gang of boatmen and boat-women at the Magistracy, and on proof of the charges against them they were each fined \$7.

George Conroy, the seaman who was accused of having deserted from the *St. Regulus* in July last, and who was remanded by Mr. F. A. Huxford, at the instance of Inspector Goulay, on Saturday, was again before the Court this morning. When the captain of the steamer said that defendant left the vessel three days before sailing, and did not return; and he was therefore logged as a deserter.—Defendant said he came ashore on leave the night before the vessel sailed, and as he overtook himself when he got down to the wharf to go on board he found his steamer gone. He had left all his money and clothes and everything on board. \$25 or one month.

Before the Hon. Mr. Basil R. H. Taylor, Harbour Master and Marine Magistrate, Mr. McIvor, Inspector of Junks, charged ten junk masters, with unlawfully failing to report on the junk Anchorage on their arrival in port, on the 18th inst. when they were ordered to do so. They all pleaded not guilty. Mr. McIvor said that at 11.30 a.m. to-day these junks were discharging Whampoa mud at Butterfield and Swire's new dock, Quarry Bay, and none of them had licences, special permits, or anchorage passes. One of them had an old licence (produced). There was no defence and the men were fined \$3 or seven days.

P. C. David Monroe then placed four boatmen before his Honor, charged with disobeying the lawful orders of the Harbour Master by obstructing the approaches to the Harbour Master's office in the harbour on the 16th inst. P. C. Monroe said that at 5.45 p.m. on the 16th inst., he was on duty in the beat pinnace and he went past the Harbour Master's steps he found the four defendants' boats anchored off the steps. Witness asked them what they were doing, and they simply said they had a right to be there. As soon as they saw witness's pinnace coming towards them after their reply to his inquiry they weighed anchor, and the first and second defendants pulled away and refused to stop until witness chased them and secured them. They were each fined \$5 or 14 days.

19th inst.

In March last the pearling vessel *Nikka*, ketch-rigged, with complete diving apparatus (Heincke pump), is alleged to have been stolen from British New Guinea by the Japanese crew on board, and it is reported, was headed for the Dutch East Indies, the Philippines, Straits Settlements, or Japan. Commanders of the Straits seeing or hearing of this vessel will confer a favour by communicating with Messrs. Bowden-Brothers & Co., Ltd., either at Kobe or Thursday Island.

The *Nagasaki Press* of the 19th inst. reports the loss of another steamer from striking a drifting mine. It says:—The Japanese steamer *Sanchin Maru*, owned by Mr. T. Hashimoto of Nagasaki, while on a trip from Newchwang to Dairen, came into contact with a floating mine off Port Arthur on Tuesday morning and sank immediately. The first engineer and steward are missing, but the remainder of the crew were rescued by the *Kwanan Maru* which happened to be passing at the time.

The steamer *Eridan*, formerly a Messageries Maritimes liner, arrived at Shanghai on 19th inst. from Saigon, having been purchased by a local firm. She reports having experienced a very heavy weather south of Hongkong, and the vessel is forty years old and still has her original boilers and machinery, and her hull has been patched time after time. Between Saigon and Hongkong the crew were at work at the pumps night and day and she arrived at the latter port from the steam from only one boiler. From Hongkong to Shanghai the weather was fine.

The steamship *Solo* left Kuchinotsu on the 20th inst. for Singapore. When she arrived off the Goto Islands, says the *Nagasaki Press*, the captain discovered that some Japanese women were stowed away in the bottom of the hold. An investigation proved that there were no less than 49 women on board, and that they were Japanese and Chinese, the latter a member of the ship's crew. The captain immediately returned to Kuchinotsu and reported the affair

to the police. The men were arrested and charged with a violation of the Emigration Laws, and the women were handed over to their relatives. It is reported that the police inspected the steamer prior to her departure without discovering the women.

"RICKMERS" RICKMERS' AFFAIR.
The *Japan Gazette* states that a fire which threatened at one time to be very disastrous was got under control on board the German barque *Rickmers Rickmers*, a 550-ton, on the 18th inst. at Yokohama. The fire, which originated in the forepeak, where a considerable quantity of paints, oils, etc., happened to be stowed, was first noticed between eight and nine a.m. Captain Schuregiann immediately issued orders for all entrances to that part of the ship to be closed, with the object of confining the outbreak to the forepeak, until the arrival of the fire pump. The Yokohama Dock Company promptly sent their large tug and pumps, and with the assistance of the Harbour Master, the Water-Police and Mr. T. M. Laffin, besides Captain Schuregiann and his crew, the fire was finally got under control. The ship has several thousand cases of kerosene still on board and but for the prompt action of the captain its total loss would have been probable. The origin of the fire is at present unknown, and no examination has yet been made; as the forepeak is still full of water.

20th inst.

The Norwegian steamer *Unda* was released from charter to the Nippon Yusen Kaisha on August 28th last at Kobe.

The Osaka Shosen Kaisha has, it is reported, ordered from the Kawasaki Shipbuilding Company the construction of two passenger steamers of 2,500 tons each, for their Formosan service.

The terms for which the steamers *Quart*, *Amaki*, *Chen*, and another steamer were chartered to the Nippon Yusen Kaisha terminating this month, the charters have been renewed for a further period.

The demand for tonnage in the trans-Pacific trade is making enormous strides. The mammoth steamers lately added to the service, now carrying freight to their fullest extent, but they relieve to a very small extent along the coast waiting shipment to the Orient. In order to lessen this strain, the big steamship companies are calling for more tramp steamers, and from Europe to the Pacific Coast "via" the Orient, there has been of late a stream of large freighters, hurrying across the Pacific to the coast, with charters to carry freight to the Orient. Among these are the steamers *Salford*, *Drayton Grange*, *Foderick*, *Queen Mary*, *Tillemach*, *Yanfa*, *Colombo*, *Guarany*, and *Canary*. These are not regular liners, but are chartered for the occasion. The opening of Port Arthur by the Japanese has created another avenue for the trade. The Japanese Government has already chartered a number of vessels to carry cargo from the United States to Port Arthur. Two of them are British steamers, *Sandhurst* and *Judyden*. All the tramp steamers that are now on the way to Japan and China, besides laden with cargo, will return to San Francisco, says the *Korea Daily News*.

21st inst.

The steamer *Hata Chong* was launched Aug. 17th at Yokohama by Messrs. Napier and Millar, the China Merchants' Steam Navigation Company. Her dimensions are:—Length, 270 ft.; breadth, 40 ft.; and depth, 21 ft. 6 in.; with a gross tonnage of about 2,300 tons. She has been built for the China coast trade, with poop, bridge, and topgallant forecastle. The machinery, which is being supplied by Messrs. Dunsunier and Jackson, consists of triple-expansion engines, having two boilers of large size, and is constructed under the direction of Messrs. G. and J. Weir (Limited), engineers, of Glasgow.

The Merchant Service Guild has received the following letter from the Marquis de Soveral, the Portuguese Minister in London, in recognition of his most valuable services, rendered on the occasion of the founding of the Portuguese Transport *San Thomé*. "The *San Thomé* was on her way to Macao at the time of the disaster."

The steamer *Kaiping*, built to the order of the Chinese Engineering and Mining Company by Swan, Hunter and Wigham-Richardson, Wallendown-Tyne, had her trial trip on 19th ult. The vessel measured 44 ft. length over all, 32 ft. beam, extreme, 44 ft. 3 in.; and depth moulded, 23 ft. and has been designed for the owners' special trade on the China coast. She has been built to Lloyd's highest class, spar-deck rule. Accommodation has been provided for first-class passengers amidships and a large number of Chinese passengers aft. The vessel has been designed to carry a large cargo on draught of 18 ft. 6 in., and to steam at 12 knots at this draught. The engine is a triple-expansion compound, and consists of a set of triple-expansion engines, steam being supplied by two large single-ended boilers working at 180 lbs. pressure. On the trial trip the machinery worked without the slightest hitch, and a mean speed of 13 knots was attained, the vessel being fully loaded. The vessel has been built under supervision of Captain Macfarlane.

22nd inst.

The British steamship *Thyrus*, of West Hartlepool (Captain A. Balnbridge) which brought a cargo of coal from Kuchinotsu to Singapore, met with an unpleasant experience during her journey. On her arrival in the harbour on the 22nd inst., the *S. P. Press* says the captain reported that the *Thyrus* encountered a very severe typhoon when about 20 miles S. E. of the island of Iloilo (approx.), experiencing very heavy seas which broke over the boat with great fury, completely wrecking the chartroom and upper bridge and washing away the tarpaulins from the hatches, awning gear and other material from off the decks—ventilators, wire rails, &c.

The severity of the typhoon is eloquently revealed by the state of the ship, which has suffered terribly. The chartroom was evidently hit by a tremendous wave which demolished everything in the vicinity.

THE "THYRA" IN A TYFHOON.

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THE S.S. "ANDROMEDA"

MORE TROUBLE ABOARD.

19th inst.

It will be remembered by our readers that last week twelve of the crew of the *Andromeda* were sent to the Nippon Yusen Kaisha for disobeying the lawful orders

of the captain; they at the time being some remarkable tales of ill-treatment on board by the captain and officers. In corroboration of their tale the cabin boy, who testified on their behalf, and described the treatment meted out to himself, on account of which the Marquis de Soveral advised him to go to the Nippon Yusen Kaisha and stay there while arrangements were made for his discharge. The captain refused to give him his discharge, and he had to go back on board. This morning the cabin boy, a consumptive-looking youth, was charged by Mr. Albert Sneed, Chief officer of the *Andromeda*, with disobedience of his lawful commands in Victoria Harbour on the 18th inst. Prosecutor said defendant asked leave to go ashore, and was told he could not do so, and later, seeing defendant going down the gangway, he ordered him to come back, and as he did not do so witness went and brought him back. For the defendant it was stated that defendant had sore feet and went to the hospital for treatment, but as no one concerned would provide the necessary expenses he had to go back. He went on board and afterwards wanted to get his discharge, and when he asked leave it was refused him. He was then going down the gangway to get ashore when the chief officer forced him back on board. He was sent to imprisonment for seven days, but without hard labour, on account of the condition of his feet, and was warned to go back on board on the expiration of his sentence.

ACCIDENT ON THE S.S. "SHANTUNG"

A BURST BOILER.

32nd inst.

Incoming steamers continue to bring reports of the weather experienced through the influence of the recent typhoon, which, happily, did not visit these shores. Captain Babo, of the *Palamott*, from Calcutta and Rangoon, reports that from the 16th to the 18th inst., light southerly and westerly winds with fine weather prevailed after leaving Singapore. From the 19th inst., he encountered a heavy cold sea, with squally weather and much rain. On the 20th inst., the steamer passed the *S. S. Shantung*, bound south, off Macleod's field Bank. She signalled that she had her boiler burst, but no one was seriously hurt on board.

THE "SEADLER"

OFF THE ROCKS.

The German cruiser *Seadler*, which ran ashore off Tientsin on Friday evening, has been got off the rocks by her own steam, says the *Singapore Free Press* of the 19th inst. The *Maradu*, a North German Lloyd boat, went out on Saturday evening with the object of rendering the cruiser assistance, but when she arrived at the scene of the mishap the ship was not in need of her aid, and on Sunday morning had anchored at Passir Panjang. The Commander, Captain Barchen, sent his own divers to ascertain the extent to which the *Seadler* was damaged and whether it would be necessary to dock her.

The *Seadler* was not making any water, but it was thought that her plates might have been knocked about. This class of third class cruisers is wood sheathed and copper fastened outside, which has the effect both of deterring barnacles from growing on the ship's side, and also of acting as a sort of buffer, so that it was probable the hull had not been affected by the grounding of the ship. The *Seadler's* captain, from the report of the divers, found that the warship had not sustained serious damage and that it was not necessary to dock her. It was feared, however, that the ship would be damaged by the extremely likely—go into Keppel Harbour. So at 9.30 this morning the *Seadler* steamed for Colombo, en route for her destination—German East Africa. It seems that no pilot was on board when the cruiser went ashore at 7.30 p.m. The Commander's report was as follows: "The *Seadler* ran ashore with strong current from the starboard side at Tree Island at 7.30 p.m. on Sept. 8 and was got off by her own steam."

A HANDSOME ADDITION TO THE H. A. L. CHINA FLEET.

The Hamburg-Amerika Linie are making a bold bid to capture a fair share, and a little over, of the China coast freight and passenger trade, and if they employ many ships in the service as good as the *Admiral von Tirpitz*, the magnificent new vessel which has just been brought out to replace the *Vorwarts* on the Tientsin-Changhai-Tientsin line, they will shortly prove formidable competitors to all the older companies trading in China waters. The *Admiral*, a trading ship, Messrs. Melchers & Co. held a reception on board the new vessel at Shanghai, on 19th inst., when about 400 visitors were most hospitably entertained by Captain Block and his officers, who conducted the guests all over the ship, and pointed out with pardonable pride, the magnificent accommodation provided for passengers, and all the other features of the vessel's superb equipment.

She is indeed a ship in every respect, and quite new, having been completed for sea only last July. She then came out to the Far East at a leisurely rate of steaming, and proceeded to Tientsin, after which she came down to Shanghai.

COLLISION ON THE PHIO.

NO LOSS OF LIFE.

Messrs. Jardine, Matheson and Co. received a telegram from Tientsin on the 21st inst. stating that the *C. C. Leuching* had been badly damaged during a collision with the steamer *Yoku Maru* No. 2, at the Taku Bar on the 7th inst. during which the latter vessel sank. The *Leuching* arrived at Shanghai on 19th inst. and after discharging her cargo at the Hong Kong Wharf she was docked for repairs. From inquiries we (Messrs.) learn that the *Leuching* was leaving Tientsin and was approaching the bar at a high rate of speed when she collided with the *Yoku Maru* No. 2. When the two vessels were close to each other it was seen that a collision was inevitable. To Captain Wright of the *Leuching* is owing the credit of the pending collision.

alone wisely altered his course and put his ship ashore on the bank, but before he could get clear of the oncoming ship, he had crashed into him on the starboard side, and the force of the impact was so great that it started a number of plates a few feet above the bow and the stem was bent inwards and some other damages done. The colliding vessel after crashing into the *Leuching* was seen to be settling, so all the *Leuching's* boats were lowered and the crew and passengers of the *Yoku Maru* were safely taken off without the loss of a single life. A tow-boat that was in the vicinity also assisted in the work of rescue and rendered other assistance. The *Yoku Maru* went down fifteen minutes after the collision and it is believed that she will be a total loss. The *Leuching* was finally got off and after a few temporary repairs was effected she resumed her voyage to Chefoo and Weihaiwei. The *Yoku Maru* No. 2 was a small vessel of about 350 tons, and has been engaged for some time past in the Chefoo, Tientsin and Newchwang trade, and was owned by Messrs. Ching Kee & Co., of Chefoo.

THE RESCUE OF THE "PECHILI" PEOPLE.

At Shanghai on 18th inst., the premises of the Mercantile Marine Officers' Association were crowded to overflowing by gentlemen assembled to do honour to the brave captain, officers and crew of the *s.s. Alpenga*, who, though themselves in a perilous state during the recent typhoon, gallantly went to the rescue of the people on board the *Peichili* and with courage and self-sacrifice got the boats alongside and safely conveyed all on board back to their own vessel.

Captain J. Tipping, President of the Mercantile Marine Officers' Association, detailed the circumstances of the rescue and on behalf of the Association to Baron von Stengel, Vice-Consul for Germany, who had kindly consented to present the tokens of appreciation to the captain, officers and crew of the *Alpenga*. Baron von Stengel bowed his acknowledgments and in a neat speech addressed Captain Peterson, his officers and crew in their native language, complimenting them on their humane and unselfishness and endorsing the President's words, to the effect that they had proved themselves worthy of the noble following of the sea.

Captain Peterson replied in a brief but hearty speech. He was deeply touched by the compliment paid him, his officers and men and he would again act as they had done in this last storm. (Applause.)

The presentations consisted of lockets, with suitable inscriptions, for the captain and first, second and other officers, and a cheque for \$100 to be divided among the four members of the crew.

In conclusion Captain Tipping proposed the toast of H. M. the Kaiser, which was cordially drunk, after which the congress, assembled for an pleasing a function, dispersed.—*China Gazette*.

QUARANTINE RESTRICTIONS.

SHANGHAI DUBIOUS.

20th inst.

We have received the following communications from the Colonial Secretary's Office:—

The following telegram has been received from H.B.M. Consul, Chefoo, dated the 20th September, 1905:—Hongkong released from quarantine.

The following telegram has been received from the Secretary to the Government of Burma, dated 19th September, 1905:—In continuation of my telegram dated 15th May restrictions against arrivals from Hongkong port removed.

The following telegram has been received from H.B.M. Consul, Saigon, dated 20th September, 1905:—Quarantine raised.

Telegrams from Colonial Secretary, Hongkong, to H.B.M. Consul-General, Shanghai, dated 12th September, 1905:—lean bills of health resumed.

Dated 19th September, 1905:—Can you not have Hongkong released from quarantine? Reply from H.B.M. Consul-General, Shanghai, of 19/9/05:—Sorry cannot raise quarantine. Port Health Officer's report unfavourable to abolition. Consular body unanimously for quarantine.

Messrs. Larinck and Rogge also inform us that they have received a telegram to-day, from Messrs. Wm. G. Hall & Co., Saigon, stating that quarantine has been taken off.

THE HONGKONG VOLUNTEER RESERVE ASSOCIATION.

20th inst.

The 200 yards pool competition on Saturday last, resulted in a win for Mr. J. C. Gow. The principal scores were as follows:—J. C. Gow 66 scr.—66; J. Parkes 66 scr.—66; J. H. Pidgeon 63+2=65; W. H. T. Davis 58+6=64; J. C. Peter 58+6=64; J. E. Bingham 34+30=64; E. W. Terrey 51+12=63; F. Fisher 18+44=62; P. Miller 43+18=61; I. Hutchings 41+20=61; A. W. Dixon 32+8=40; W. G. Gower 34+4=38; W. T. Edwards 44+1=45; J. P. Philpott 34+4=38; C. Cottier 30+8=38; A. G. Newington 18+10=28; J. Lyoo 37+20=57; J. Whittall 32+2=34; L. Plummer 41+12=53; J. McInnes 34+18=52; and R. H. King 30+14=44.

INTERPORT SHOOTING.

Commenting on a correspondent's letter, the S. F. Press says:—

Regarding "Lee-Enfield's" proposal to raise subscription for a permanent trophy for the new historical annual rifle match between Shanghai, Hongkong, and Singapore, we would counsel the Committee of the Singapore Rifle Association to sound the Committees at Hongkong and Shanghai on the subject before taking steps locally. We would adhere also to our original proposal that Hongkong, as the central competing team, be asked to organise any action in the direction alluded to. And we feel sure that in the experienced hands of Mr. M. Stafford Northcote, who is the Secretary of the Rifle Association at Hongkong, the matter could be handled on a sound basis. If the three Committees came to a complete understanding, a common and identical appeal would then be made to the public of the three Settlements, and signed jointly by the Presidents and Secretaries of the three Associations. The first step is to consider the matter here, and then communicate with Hongkong, who could refer to Shanghai, and report the Shanghai Rifle Association to Singapore with the same result. We hope the idea will go through this time. The trophy should be large enough to give the names of the teams since the match began, as well as provide space for the future. Or as that might become too much, the team totals should be recorded annually on the trophy, and local provision be made for keeping records of the local teams.

CANTON NOTES.

From Our Own Correspondent.

THE BOYCOTT.

Canton, Sept. 19th.

There is little change in the attitude of the people towards the purchase of American goods. The agitation is still at work. In some places the halls for preaching the Sacred Edict are being used to proclaim against American goods. In other places the Chinese are preaching boycott under the guise of International Law. There seems to be a desire to keep within the letter of the Law. Stories are being circulated to the effect that the boycott has been called off, but the Cantonese refuse to believe this. The edicts issued from Peking are looked upon as allowing the boycott, but warning the people to keep the peace. The worst feature of the whole affair is the creating a bad feeling against all things foreign. On the other hand the agitation has aroused the Chinese and there is a better national spirit than has been manifested in former years.

PIRATES AND FOOTPADS.

River pirates are very bad on all the rivers. The boat owners complain bitterly. They are robbed every few days or have to pay heavy blackmail, and there is no redress. Most of the roads leading into Canton are watched by footpads, and anyone who ventures alone is sure to be relieved of his money and most of his clothes.

STREET THEATRES AND FIRES.

The annual street theatres have arrived, and travelling in the city is a burden. The usual fires may be expected. Several guilds have petitioned against these theatres, but so far without success. The theatre guild is strong, and fires occur where theatres are not held.

THE CANTON-HANKOW RAILWAY.

A telegram from Peking, dated 8th inst., printed in the *N. C. D. News*, says that with regard to the sum of over Tls. 6,000,000 which has to be paid to Mr. Pierpont Morgan and others, to enable China to take back the concession for the Yueh-Han railway, it is stated that only the sum of Tls. 3,500,000 has been raised in Shanghai, Hsueh-chow, and other provinces. The Chinese Government has therefore decided to borrow the balance, Tls. 2,500,000, from Great Britain, and the agreement has already been signed.

A native paper reports that Sheng Kuangpa has been impeached by a certain official. On the 6th September an Imperial Rescript was issued to the effect that the affairs relating to the Hankow-Canton Railway are entrusted to Chang Chihlung, Tsen Chun-huan and Liu Cheng and the Sheng Kuangpa shall not interfere with the same.

It is stated that Viceroy Chang Chihlung experiences great difficulty in raising the sum of Tls. 10,000,000, the equivalent of gold \$6,750,000, which is the price agreed upon for the Canton-Hankow Railway. A few days ago he telegraphed to the Waiwupo and Shanguip, suggesting that Minister Liang be instructed to raise a portion of this amount from among the Chinese merchants in California. Whether this could be effected or not is at present a question of doubt.—*S. C. D. Journal*.

The *Nanfangpao* or *South China Daily Journal*, publishes a telegram of Tuesday's date to the effect that Viceroy Chang Chihlung has concluded a loan of three million taels with the Hongkong and Shanghai Banking Corporation to meet the payment of the first instalment for the repurchase of the Canton-Hankow railway, the loan Agreement having been signed on the 7th inst. Apropos, sentiment amongst the Chinese who are concerned in the repurchase of the line being strongly against replacing the Railway so that foreigners shall again be in a position to have a lien on it. Viceroy Chang Chihlung, in borrowing money from the Hongkong and Shanghai Bank, did not venture to offer the Railway as security for the loan, but we understand, gave, instead, a portion of the salt revenues of the Hukang provinces.

Intimation.

**WM. POWELL,
LIMITED.**

**'ALEXANDRA
BUILDINGS'**
Des. Virtue Road.

**FURNISHING
DEPARTMENT.**

We stock everything
necessary to a
**WELL-FURNISHED
RESIDENCE.**

A Large Variety of
BEDSTEADS
and
BEDDING.

SHEETING.

**COUNTER-
PANES**
and
BLANKETS.

**LACE,
MUSLIN
and
TAPESTRY
CURTAINS.**

NEW CARPETS
and
RUGS.

**BED ROOM,
DINING ROOM
and
DRAWING
ROOM
SUITES**
made to order.

Illustrated Catalogues
for all kinds of

FURNITURE.

INSPECTION INVITED.

WM. POWELL, Ltd.,
HONGKONG

Hongkong, 21st September, 1905.

Intimations.

FUNDING IN HONOUR.

No doubt you have seen in the papers such announcements as "this—concerning some medicine or other."—If, on trial, you write that this medicine has done you no good we will refund your money. Now, we have never had reason to speak in that way concerning the remedy named in this article. In a trade extending throughout the world, nobody has ever complained that our medicine has failed, or asked for the return of his money. The public never grumbles at honesty and skillfully made brand, or at a medicine which really and actually does what it was made to do. The foundations of

WAMPOL'S PREPARATION
are laid in sincerity and honour, the knowledge of which on the part of the people explains its popularity and success. There is nothing to disguise or conceal. It was not dreamed out, or discovered by accident; it was studied out, on the solid principles of applied medical science. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. This remedy is praised by all who have employed it in any of the diseases it is recommended to relieve, and cure, and is effective from the first dose. In Anemia, Scrofula, Nervous and General Debility, Influenza, La Grippe, and Throat and Lung Troubles, it is a specific. It is precisely what it is said to be, and has won the confidence of the public on that basis. You may resort to it with a faith and hope that arise from the history of what it has done for others. Dr. Thos. Hunt-Stucky says: "The continued use of it in my practice, convinces me—that it is the most palatable, least nauseating, and best preparation now on the market." One bottle proves its intrinsic value. "You cannot be disappointed in it." Sold by chemists throughout the world.

THE TRADE MARKS ORDINANCE.

1898.
APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that MASPERO FRERES, LIMITED, Registered Office, Cecil Chambers, 86, Strand, London, England, Tobacco Manufacturers, have on the 30th day of June, 1905, applied for the Registration, in Hongkong, in the REGISTER OF TRADE MARKS, of the following Trade Marks:—



NILOMETER ROSETTE
in the name of MASPERO FRERES, LIMITED, who claim to be the sole proprietors thereof.

The Trade Marks are intended to be used by the Applicants forthwith, in respect of the following goods:—

MANUFACTURED TOBACCO, IN CLASS 45.
Dated the 23rd day of August, 1905.
DENNIS & BOWLEY,
Solicitors for the Applicants.

A SPECIAL SALE
WILL BE HELD AT THE
ITALIAN CONVENT
on behalf of the
POOR ORPHANS,
on the 25th, 26th and 27th instant,
Commencing at 2 P.M.

**LADIES' AND CHILDREN'S UNDERCLOTHING,
DRESSES, AND OTHER EMBROIDERED
ARTICLES.**

The Prices of every Article are marked in plain figures.
The Superiority hopes to receive and merit a large share of the public patronage, as it has been in the past.

ITALIAN CONVENT,
28, Caine Road.
Hongkong, 19th September, 1905. [944]

TENDERS are invited for the SUPPLY TO
H.M. NAVAL YARD of the under-
mentioned Timber Materials for One Year
from 12th October, 1905, viz:—

**TRAK, THICK, THICK,
AMERICAN FIR, CAMPHORWOOD, PLANK AND BOARD,
HARDWOODS, OREGON SPARS.**

Form of Tender, and information in regard to the Conditions of Contract, &c., can be obtained on application to the Naval Store Officer, H. M. Naval Yard. To enable persons tendering to estimate what stock they would be expected to keep, they will be provided, if necessary, with a statement showing the expenditure of the different descriptions of materials during the twelve months ending 30th June last. A deposit of One Hundred Dollars will be required with each Tender, but this will be returned on the acceptance or rejection of the same.
The Tenders, which will be received till Noon on 28th instant, should be sealed and addressed to the Rear-Admiral, H. M. Naval Yard.

Hongkong, 20th September, 1905. [945]

WILLIAM POWELL, LIMITED.

The report for presentation to the shareholders, at the fourth ordinary general meeting to be held at the company's premises, Des Vues Road Central, on 30th inst., is as follows:—
To the shareholders of William Powell, Limited.
The directors beg to submit their report on the working of the company for the year ending 30th June, 1905.

The profit and loss account, including the sum of \$388.38, brought forward from last account, has a credit balance of \$27,624.00 from which has to be deducted the interim dividend of 5 per cent, paid on 10th April last, and directors' and auditor's fees, leaving \$19,324.00 which your directors propose to appropriate as follows:—

To pay a final dividend of 7 per cent... \$ 8,400.00
To write off stock... 4,600.00
To write off fixtures and fittings... 1,462.35
To provide for bad and doubtful debts... 784.70
To add to equalization of dividend account... 1,500.00
BONUS to manager and staff... 1,900.00
To carry forward to next account... 676.95
\$19,324.00

DIRECTORS.

Mr. E. H. Hinds having retired from the directorate during the year, Mr. G. C. Moxon was invited to fill the vacancy.

AUDITOR.

The accounts have been audited by your auditor, Mr. H. Percy Smith, fellow of the Institute of Chartered Accountants, who is eligible and whom your directors recommend for re-election.

W. H. GASKELL, Chairman.
Hongkong, 20th September, 1905.

BALANCE SHEET FOR YEAR ENDING 30TH JUNE, 1905.

Liabilities.
To capital authorized and issued:—
12,000 shares at \$10... \$120,000.00
sundry creditors... 33,086.74
the Hongkong & Shanghai Bank... 23,322.55
unclaimed dividends... 688.00
equalization of dividend account... 3,000.00
profit and loss account... 19,324.00
\$200,321.29

Assets.
By sundry debtors... \$25,865.71
fixtures and fittings... 11,462.35
investments at cost... 2,150.00
stock on hand as per the manager's certificate... 160,027.77
cash in hand... \$15.45
\$50,321.29

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING 30TH JUNE, 1905.

Dr.
To interim dividend at 50 cents, per share... \$6,000.00
directors' and auditor's fees... 2,300.00
balance... 19,324.00
\$27,624.00

Cr.
By balance from 30th June, 1904... \$388.38
dividend from investments... 175.00
transfer fees... 13.50
balance of working account... 26,847.22
\$77,624.00

HARRY EYRE,
Manager.

I have examined the foregoing accounts with the books and documents of the company and certify them to be in accordance therewith.

H. PERCY SMITH, F.C.A.,
Auditor.
Hongkong, 20th September, 1905.

GIANT GORILLAS.

EXPLORER'S DISCOVERY OF UNKNOWN MONSTERS.

Paris, Aug. 18.—M. Eugene Bruseaux, a French official and an explorer, has just returned from Algiers, bringing with him photographs of giant gorillas, one of which was killed by his escort of native sharpshooters.

The animal is of great size, being 7ft. 6in. in height, while the width of the shoulders is 4ft. One of its hands when cut off weighed 6lb., while the carcass turned the scale at 720lb., and the united efforts of eight native soldiers were necessary to drag it to the French Residency at Oucassou, the administrative centre of Central Senegal, where M. Dupont, the Government Administrator, buried the animal and so preserved the skeleton.

During the last twelve months several travellers have reported the presence in the upper valleys of Isoni and Sangareah of these enormous gorillas, which have never previously been seen, while the Arabs state that several times the beasts have attacked caravans passing through the valleys.

These monster gorillas differ in many respects from all others hitherto known. The ears are remarkably small, and the skin is almost bare on the chest and stomach, while the shoulders and thighs are covered with long, thick hair. M. Bruseaux believes that they belong to a new, or at any rate hitherto unknown, species.

AN unbroken range of wireless communication extending from San Francisco to Cavite, Philippines Islands, which has been under consideration for some months by a party of United States naval experts, is in a fair way of becoming a successful culmination. A pole over two hundred feet in height has been erected on the grounds of the United States naval station at Honolulu, Hawaii. The proposed service will include stations commencing at Cavite, thence to Guam, Midway Island, Honolulu, and San Francisco. This last stretch is the longest, but it is believed that if the Hawaiian Islands can be overcome there will be no difficulty in establishing the desired communication.

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 25th day of September, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND South of Tai Hang Island Lot No. 102 at Tai Hang Village, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

Registry No.	Boundary Measurements.	Area in Square Feet.	Annual Rent.	Upset Price.
102	100 ft. by 100 ft.	10,000	8,700	4,350

Hongkong, 16th September, 1905. [935]

Notices of Firms.

NOTICE.

THE Authority given to Mr. WILHELM DOMNICH in CANTON to sign our firm per procuracy, has this day been withdrawn.
REUTER, BRÜCKELMANN & Co.
Hongkong, 22nd September, 1905. [954]

INTERNATIONAL BANKING CORPORATION.

I HAVE this day handed over charge of this Branch to Mr. H. PINKNEY.
CHARLES R. SCOTT.
Hongkong, 18th September, 1905. [941]

Hotels.

OCCIDENTAL HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [927]

THE ORIENTAL HOTEL, MACAO.

THE above Hotel situated on the PRAYA GRANDE will be opened on SATURDAY, 24th September, under the Management of J. SANTOS, late of Macao Hotel.

There is splendid accommodation for Visitors, the Room being the largest and lofliest in the Colony. THE BILLIARD TABLE which has been purchased from the Hon. Wei Yuk is the best in the Far East, and is practically new.

SPRINKLES—Excellent.
CUISINE—Excellent.

For Terms, &c., apply to—
MANAGER.
Macao, 28th August, 1905. [880]

GO TO

WEISMANN'S
FOR YOUR
BREAD.

THE ONLY

EUROPEAN BAKERY

IN THE COLONY.

Hongkong, 1st September, 1905. [946]

Consignees.

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PALAMCOTTA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., TO-DAY, the 22nd instant, will be landed at Consignees' risk and expense.

This vessel brings on cargo ex *Zibangha* and *Zamania* from Madras and Pondicherry.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.

Hongkong, 22nd September, 1905. [952]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M., the 22nd instant, will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 21st September, 1905. [940]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"CHUSAN,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex *S. Britannia*,
From Persian Gulf, ex *A.L.S.N.* and *R. & P. S. N. Co's* Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4.30 P.M., TO-DAY.

Goods not cleared by the 28th instant, at 1 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.
Hongkong, 21st September, 1905. [92]

S.S. "CALEDONIAN."

COMPAGNIE DES MESSEAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London

ex *S. Motos*, and from Bordeaux ex *S. Cambrai*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Tea, Gums, and Valuable are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after THURSDAY, the 28th September, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 28th September, or they will not be recognised.

All damaged packages will be examined on THURSDAY, the 28th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 21st September, 1905. [97]

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LONDON AND STRAITS.

THE Steamship

"FLINTSHIRE"

Captain G. C. Cundy, having arrived from the above port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 2 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 18th September, 1905. [943]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "NICOMEDIA"

FROM PORTLAND (OR.), YOKOHAMA, KOBE AND MOJI.

THE above steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature and to take immediate delivery of their goods from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

S. SILVERSTONE,
Acting General Agent.
Hongkong, 18th September, 1905. [928]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "WRAY CASTLE,"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., LIMITED, Agents.

Hongkong, 16th September, 1905. [937]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENT, nor the OWNERS will be RESPONSIBLE for any DEBTS contracted by the Officers or the Crew of the following vessels during her stay in Hongkong, Macao, &c.:—

CHURCHILL, American, Captain, Captain Ruffin.

Hongkong, 21st September, 1905. [940]

Intimations.



THE POPULAR
SCOTCH
IS
"BLACK & WHITE."



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS

By Appointment to

H.M. THE KING

and
HRH the PRINCE OF WALES

Supplied at all the LEADING CLUBS and HOTELS, and to be obtained from the principal Stores. [849]

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS AND COMPRADORS, COAL MERCHANTS AND STEVEDORES OF SIXTY YEARS STANDING.

ALL kinds of Provisions, Coal, Water and Ballast supply from alongside at the shortest notice and with all possible dispatch. Moderate terms. Orders solicited. [62]

Hongkong, 23rd February, 1905.

THE WINE GROWERS
SUPPLY CO.

BARRETTO & Co.

General Agents, Hongkong.

WHISKIES.

SCOTCH.

Black's Fine Old Scotch... \$8.00 Per Dozen Case.

Neil McLean, Old Scotch... 10.00 "

Ronald Rennie, Green Seal... 12.00 "

Glen Alva... 13.00 "

Neil McLean, Finest Liqueur... 13.00 "

Ronald Rennie, Perfection... 14.00 "

Intimations.



A. S. WATSON & CO., LIMITED.

WINE & SPIRIT MERCHANTS,

HAVE BEEN APPOINTED AGENTS

FOR MESSRS.

ROBERT PORTER & CO.,

BOTTLEERS OF THE FAMOUS

BULL DOG BRAND

BASS' ALE, GUINNESS' STOUT,

AND

LIGHT ALES.

PRICES:

PER CASE

"BULLDOG" 8 doz. pils. \$25. Per doz. pils. \$3.25

"BULLDOG" 4 " pils. \$18. " " pils. \$4.50

"BULLDOG" 8 " pils. \$24. " " pils. \$3.00

"BULLDOG" 12 " pils. \$27. " " pils. \$2.40

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The Hongkong Telegraph

HONGKONG, SATURDAY, SEPTEMBER 23, 1905.

THE PENSION PROPOSAL.

Within the narrow compass of a single article it was impossible in our last evening's issue to deal fully and satisfactorily with the comprehensive speeches delivered at the Legislative Council meeting on Thursday. We have covered such grounds as seem to call for comment, and while dealing with another subject to-day there is no implication that, in taking it after those dealt with yesterday, it is of minor importance and hence merits less consideration. It is of equal importance with those that have already been brought under notice, and deserves earnest consideration by those whose duty it is to deal with the subject. We will revert to the question of the Widows' and Orphans' Pension Fund which, on a former occasion, we dealt with so exhaustively. We apprehend that the Hon. Mr. Gresham Stewart's appreciation of the subject is, based on somewhat misconceived premises when he asserted that the taxpayers would be taking upon themselves the responsibility of a life insurance company in the transference of the administrative funds, under the Board of Directors as at present constituted, to the Treasury of the Colony, as we are led to believe will be proposed under the provisions of the new law. If anyone is to gain by the transference we contend that it will ultimately be the Colony, at the individual and collective sacrifice of that body of wage-earners coming under the general category of the Civil Servants of Hongkong. The Hon. Mr. Shewan hit the right nail on the head when he advanced the statement that the money, it is proposed to appropriate belongs to the government servants from whose salaries it has been deducted. It is, as he says, in the nature of a trust fund, and should be treated accordingly. In the administration of all monies under trust is justly hedged in by hard and fast restrictions from which no departure can be taken, and we cannot agree with His Excellency the Governor when, to justify the appropriation to the general revenue of the Colony the sum now standing to the credit of the Widows' and Orphans' Pension Fund, he advanced the argument that the principle of the proposal was accepted by the Government in Council and by the Directors of the Fund several years ago. We had heard previously from the lips of the hon. member for the Chamber of Commerce that the money "belongs to the Government servants," and he could not understand "how the Government can propose to appropriate this large amount of \$220,000 without even saying 'by your leave' to the men to whom it belongs." The decision of the Directors of the Fund if it had been given on the principle of the transference is, we must hold, irregular, even though empowered under the law by which they were nominated. As a trust fund each and everyone of the contributors should, we imagine, be consulted, and it must be taken for granted that unless a very large majority voted for the transference we do not see how the appropriation could be forced on them against their will. It is fair to assume that the Government took the legal advice of the law officers of the Crown before bringing forward the proposal under discussion, and it is not to be expected that any dissenting contributor will lodge a protest in Court against the appropriation, but were this likely and an action be brought for decision by the Court, we are not quite so certain that the attitude of the Government could be upheld. We recall the effect of the absorption, some thirty years ago, into the general revenue of the Colony, of a fund similar to the present Widows' and Orphans' Pension Fund, and then known as the Superannuation Fund. We do not recollect the exact details of the transference of the money standing to the credit of that Fund in the Treasury of the Colony, but of this we are certain: that as the contributors died, or as the necessity for further payments into the Fund ceased, the entire amount lapsed to the Treasury, and no more has been heard of it to this day. What has become of the capital amount, or to what extent the beneficiaries and others who have been entitled, have profited by the fund raised by the contributions from salaries of the public servants should furnish matter for interesting information by the Government to the public and especially the past Civil Servants who might have had an interest in the old Superannuation Fund. Primarily, as we can remember, the Widows' and Orphans' Pension Fund was called into existence to meet the objections under which former "compensation allowances" were granted to widows and orphans of deceased public servants, but we contend that the Fund in question, as at present constituted does not satisfactorily meet that end, since, as argued in our previous article, under certain circumstances and contingencies

that may arise it sometimes happens that contributors and unmarried officers suffer by the operation of the present enactment. A provident fund framed on the lines of those provided in most of the banks and other leading and large mercantile firms in the Colony for their officers' has much to commend itself for adoption by Government. It removes all the objectionable devices of the Widows' and Orphans' Pension Fund while it meets in its entirety the purposes for which that Fund was called into existence.

LOCAL AND GENERAL.

A BLANK plague return was issued to-day.

ANOTHER volunteer concert will be held on Saturday, the 30th inst.

DURING July, 709 deaths were registered in the Colony, 27 of which were in the European and foreign community.

THE Band of the 2nd. Batt., "The Queen's Own" (Royal West Kent Regt.) will perform on the New Parade Ground on Monday next from 4.30 p.m. to 6 p.m.

LEAVE of absence on private affairs, to the neighbouring countries has been granted to Lieutenant H. F. Dawkes, Royal Engineers, from 27th inst. to 27th November.

H. E. THE Governor has accepted the resignation by Lieutenant G. H. Potts of his commission in the Hongkong Volunteer Corps in view of this officer's departure from the Colony.

ACCORDING to Manila exchanges Felizardo, who is described as the most daring and persistent of the Filipino bandits, and who had murdered and robbed for years past, was driven over a cliff, 300 feet high, in Batangas, and killed.

A WIRE in the A. C. D. News says that the Chinese Government has made up its mind to buy back the Chinese Eastern Railway from Japan, and H. E. Chu Hing-chi is actively making arrangements to raise a loan in France for that purpose.

It is notified in the general orders issued from Headquarters House that the rate of the dollar for the quarter commencing 1st October, 1905, will be at 15. 1/4 for all payments fixed in sterling which have to be made at Hongkong and on the China Station.

THIS s.s. *Catherine Park*, which arrived yesterday from Durban, brought 345 Chinese coolies from the Rand. These are mostly time-expired men, with a few "invalided home." They will be camped in the old camp at Lai-chi-kok, until the vessel is ready to take them north to their ports of first departure, which will be in about ten days.A REPORT has been received from Cebu to the effect that a case of bubonic plague has been discovered on board the Pacific and Oriental freighter *Banca*, at present lying in that harbour proceeding from Hongkong. She is taking on a ship load of hemp. The plague case was discovered in one of the crew, a lascar, and the *Cablenews* says it is expected that the disease must have been contracted in Hongkong. Every precaution has been taken to destroy infection.

THREE women were charged with kidnapping a girl and bringing her into the Colony for the purpose of selling her. The first was fined \$10, the second sentenced the twelve months' hard labour, as being evidently the prime mover and instigator in the affair, His Worship remarking that he was sorry he could not give her a term in the stocks, but that her sex precluded him from doing. There was a doubt about the share the third defendant took in the business, and she would be given the benefit of that doubt and discharged.

MR. W. H. Taft and party arrived at Yokohama on 16th inst. There were no formal entertainments, but there was a reception at the U.S. Consulate-General that forenoon followed by a luncheon at Mr. Consul-General Miller's residence. In the course of an interview Mr. Taft said that the disturbances in Japan had been exaggerated in America, and they could be satisfactorily explained by the special circumstances. Mr. Taft added that Miss Roosevelt hoped to revisit Japan to embark on the P.M.S. *Siberia*.—N. C. D. News.

A CHINAMAN, aged about 50 years, has probably lost his life through his own folly. Walking along Praya East, yesterday afternoon, and when just in front of the hotel of that name, he chose the moment when car No. 20 was almost immediately behind him to cross the line. It was too late for the motor man, whose bell was kept going, to stop the car in time, and the brass handle-bar caught him on the head and knocked him down. He was picked up in an unconscious condition, and removed to the Government Civil Hospital, where at latest advices he lies in a precarious condition.

WILLIAM Marin, an unemployed engineer, was charged this morning at the Magistracy with being a vagrant in that he was found wandering about the streets without any visible means of subsistence. He was remanded to the House of Detention. Defendant said that his case was very well known in the East. He became insane and lost his memory, and he went to Japan and there broke his leg, and all his property and papers were stolen from him, so when he returned to Hongkong he was destitute, and the Rev. Mr. France had been paying for his board and lodging at the Soldiers' and Sailors' Home, but could not do so any longer. He was unable to follow his usual avocation on account of his leg, and a subscription was being got up to send him to his own country, Australia, where he had a wife and children.

LIEUTENANT H. D. Belgrave, and Royal West Kent Regiment, arrived per s.s. *Chianus* on the 21st inst. from India, on completion of military course.

CEYLON papers state that Sir John Keane, Bart., Private Secretary to Sir Henry Blake, has decided not to return to the island when His Excellency the Governor returns in December. Much regret is expressed at his loss.

FIVE seamen from the French Cruiser *Guichen* were charged before Mr. F. A. Haselwood with behaving in a riotous and disorderly manner in the public street. Two of them were further charged with refusing to pay legal ricksha hire. The case was put back for a time while a French interpreter was sought and one having been found later the case was resumed, when the men all pleaded guilty to the charges. An officer from the *Guichen* said that the men bore very good characters, and had not been ashore for a very long time. His Worship said he would take those facts into consideration, and deal leniently with them. Each would pay a fine of \$2, and the two men who did not pay the ricksha hire would pay an additional 20 cents each. His Worship thanked the interpreter, Mrs. Oliver, for her services, and told the clerk to hand her her fee, but she said she would rather it went into the Poor Box.—His Worship: That is a very good of you; good morning!

MR. Brodick, speaking at Godalming, on the 24th ult., said he had observed the strictest accuracy in answering the questions in Parliament on the subject of Lord Curzon's resignation. When he was appointed to the India Office, he said, he had no wish more earnest than to further Lord Curzon's work, whose resignation he deeply regretted. The Secretary for India was, he said, the mouth-piece of the Cabinet in the more important questions like the recent discussions. He was unanimously supported in Indian Army Reform not only by the Cabinet and Council of India, but by a strong Committee appointed for the purpose. He paid a high tribute to Lord Curzon's services, and earnestly desired his speedy restoration to health. He felt sure Lord Vinto would renew the great memory of his ancestor and discharge the duties connected with the Prince of Wales' tour in India with similar success to the Canadian trip.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE PROPOSED PASTEUR INSTITUTE FOR THE STRAITS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH." Sir,—The recent offer of the Chinese Consul at Penang to present a Pasteur Institute for the Straits Settlements and neighbouring regions, though undoubtedly prompted by the best motives, is very greatly to be deplored, both on account of the serious peril it would be to the human population and of the enormous amount of terrible suffering it would inflict upon dogs, and probably on other poor animals also.

The generous philanthropist who made this offer presumably does not realise that by building the suggested Institute he would be creating an "inferno" where dogs would be subjected to torture of the most awful and appalling description. And probably neither he nor those who hail him as a benefactor are aware that the Pasteurian anti-rabic treatment, far from being a cure for hydrophobia, either gives the very disease it professes to cure or has no effect at all. The death-roll of its human victims is a mighty one. I have before me a list containing names of nearly 2,000 persons known to have died from the effects of the Pasteur inoculations; and, no doubt, as many more have similarly died of the horrible and deadly poison put into their blood, of whom no record is to be had. This holocaust bears no resemblance to a successful remedy!

The statistics of the Pasteur Institutes are entirely misleading, for they include all those persons who, not having died under treatment, are entered as "cured," although a vast number of them have, as I have shown, succumbed to the very disease they dreaded after being turned out as "cured," and a very large proportion who have been "cured" of a disease which they never had at all, having suffered simply from unfounded and silly scare.

Pasteur Institutes are exceedingly lucrative speculations, and are, therefore, advocated by those interested and pushed by means of rabies scares and their influence upon the ignorant, panic-stricken and credulous public; but, though serotherapy is the fashionable craze of the day in medical circles, yet Pasteurism is now, with many another obsolete quackery, a discredited system, condemned by a large and increasing number of eminent medical men as useless, unscientific and extremely dangerous.

There is a perfectly harmless and safe cure for hydrophobia in the Buisson bath treatment, which is really a cure and involves no danger to man and no cruelty to animals. It is the invention of a French doctor, while M. Pasteur was merely a chemist. Buissonism is like the water of Jordan, too simple to find favour with those scientists who scorn every remedy that does not entail "research" into the maimed and mutilated, quivering and agonised living bodies of our fellow-creatures the animals; but Pasteurism is the cruel and shameful torturing of dogs, and is therefore wrong and absolutely unjustifiable, and wherever Pasteur institutes are there hydrophobia prevails and spreads, while Buissonism is humane and safe, and is therefore advisable and right.

It is earnestly to be hoped, both in the interests of humanity and of mankind, that before too late a Buisson establishment will be substituted for the proposed Pasteur Institute.—I am, Sir,

C. A. M. BAILEY.

Hon. Secretary.

National Canine Defence League.

27, Regent Street, London, W.1.

August 19th, 1905.

OUR MINERAL RESOURCES.

THE NEW TERRITORIES PROSPECTIVE DEVELOPMENT.

Close upon twenty-five years ago a party of Chinese went over to Tai Yu-shan, on the island of Lantau, taking with them a little powder to blast away the surface of some rock. They soon satisfied themselves that there was ore hidden beneath the bills, and having found the owners of the island arranged to lease this portion at a rent of \$2,000 a year. Permission to work a mine was obtained from the provincial government of Canton, and on the advice of Professor Milne, who pointed out that they had the advantage of water there and could work a mine very economically, and that if the lode was continuous it would be a paying concern, they determined to float a company, and soon had one started with a capital of \$10,000. This was the first step towards the erection of smelting works, at Tai Yu-shan, the ruins of which can be seen to-day by those who go over to Lantau and anchor in SILVER MINE BAY.

The mine, which is on the face of a hill not quite a mile from the sea, is approached through a beautiful valley running away from a sandy shore now transformed into a western seaside resort for visitors and pleasure-seeking picnic-parties. Those who have ventured into the dark and damp levels and disturbed the haunts of thousands of bats fitting noiselessly beneath a dripping roof, can form some idea of the working of the powerful arm of industry which some two decades ago transformed this beautiful spot into a hive of bustling activity. The mining industry in China, worked under European supervision and with machinery, was then in its infancy, and there were many difficulties to contend with. At this particular mine there was a good deal of sickness and, at times things were at a very low ebb in consequence of the workmen refusing to go to their work and the Europeans engaged being unable to do so in consequence of ill-health. But progress was made and the smelting works got into thorough working order. The extent of the operations can be gathered from the following description:—

THE SMELTING WORKS. From the mines to the shore where the works were located the ore was taken in buckets running on an endless wire rope, while the crushing process was carried out in a large building the roof and walls of which were entirely made of galvanised iron. A fifty-horse power engine and boiler gave motion to a stone-breaker, three pairs of crushing rollers, eight jiggers and two buddles, being placed on the top floor; while in the lower part of the works were a thirty-horse power boiler which set in motion a twelve-horse power engine driving four free-runners, a six-horse power engine working a lift to the top of the mill, a 3,000 feet long wire rope tramway to the mines, and another six-horse power engine for driving the blasts of the furnaces. In the furnace house were eight furnaces of various types, all connected by flues and a condenser to a chimney sixty-feet high, standing on the hillside about a hundred feet above their level. A hydraulic motor was driven by water from a twelve-inch main of iron pipes 2,000 feet up the mountain side where a dam for collecting the water had been constructed. These were the works which a visitor to Tai Yu-shan would have found at Silver Mine bay some fifteen years ago. The soft hand of Nature has now laid her cloak of green around the remains, the walls have long since crumbled away, and only the cemented floor is observed near the beach where it serves the peasants, from the dwellings close by, as a drying ground for rice and fish. On the neighbouring hillside stands the chimney, commanding an excellent view of the entrance to the mine, with tons of excavated earth banked up from the running stream some fifty feet below.

PROPOSED REOPENING.

BY HONGKONG CAPITALISTS.

And now, after the lapse of many years, the question of recommencing mining operation has been brought forward, and we have good authority for stating that a number of influential business gentlemen in Hongkong contemplate associating with this object in view. As most of the shafts are flooded it will be necessary for powerful pumping gear to be taken across to Tai Yu-shan, and this we understand is about to be done by those interested in the enterprise. There is no doubt, of course, that the mineral resources of Southern China are inexhaustible, and with capital, patience and good management could be worked easily and made to pay handsomely, owing to the fact that most of the ores are to be seen cropping out at the surface, and more especially as labour is cheap and can be got on the spot. The levels and wires at Tai Yu-shan were driven in over 2,000 feet and pumps were fixed by the old company to enable sinking operations to be carried below water level. According to the mining engineer who superintended the former mining operations there is a large quantity of ore to be found, and although when work was first commenced Chinese officials placed many obstacles in the way of success—such as the payment of a tax of ten per cent on the output and the placing of ignorant men to advise them—the inducement offered in the opening up of the district were considered most favourable. All around the mines there is a wide expanse of fertile country under cultivation, and villages and hamlets are discovered nestling at the foot of well-wooded mountains and on the banks of streams. The whole district is intersected by numerous waterways, and these should prove invaluable to the progress of the enterprise. It is recognised that mining is a risky and expensive undertaking, and is not a very safe investment, yet a satisfactory report is forthcoming that there should be no reason why the reopening of the mines at Tai Yu-shan, where the first mining plant and furnaces in China were erected, should not turn out to be a profitable undertaking.

ORE ON THE MAINLAND.

It is further reported that excellent prospects for ore have been discovered in the Western part of the New Territory, in the neighbourhood of Tseung Kowloon, and it is expected that the Government will be asked to grant a concession for the same.

E. L. E. G. R. A. M. S.

HONGKONG TELEGRAPH SERVICE.

AMBIGUOUS NEWS.

AMERICAN STEAMER CAPTURED.

AT SAGHALIEN.

(From Our Own Correspondent.)

Shanghai, 23rd September, 12.25 p.m.

The American steamer *Barracouta* is reported as having been captured at Saghalien.[The only vessel of this name traceable in Lloyd's Register is a steel screw steamer of 2152 tons register, built by Messrs. J. and G. Thomson, of Glasgow, in 1883, for the Pacific Mail S. S. Co. The agents of this company when seen by a representative of the *Hongkong Telegraph*, stated that their vessel, the *Barracouta*, is and has been for many years engaged in the South American coffee trade.—E. L. E. G. R. A. M. S.]

TANJONG PAGAR.

SIR MICHAEL HICKS-BEACH.

IN AUDIENCE WITH THE MIKADO.

(From Our Own Correspondent.)

Shanghai, 23rd September, 12.25 p.m.

Sir Michael Hicks-Beach, accompanied by Lord Hugh Cecil, M.P. for Greenwich, have arrived in Tokio, where they were received in audience with the Mikado to-day.

[Sir Michael Hicks-Beach is on his way to Singapore, via Japan, in connection with the Tanjong Pagar Dock arbitration.—E. L. E. G. R. A. M. S.]

BARON KOMURA CONVALESCENT.

RETURNING TO JAPAN.

(From Our Own Correspondent.)

Shanghai, 23rd September, 12.25 p.m.

Baron Komura, the Japanese Peace Plenipotentiary, is now convalescent and is returning to Japan on Wednesday.

SHIPPING JATMAN.

The British steamer *Falcons Hall*, which left Colombo on the 4th of July with 450 tons of copra, arrived at Odessa on the 6th inst. with her cargo on fire. 1831 bags copra marked "M. Kerrow" have been almost entirely destroyed by fire; 864 bags were saved, while 5,828 bags, consignees unknown, were also burnt.From Capetown comes the intelligence that the forepart to centre of No. 2 batch of the s.s. *Clan Murray*, has disappeared and the following goods have been salvaged:—350 cases collodion cotton; 70 cases detonators, wet and damaged condition; 47 hogheads Younger's beer intact; 860 chests explosives forwarded to Durban, sound. The whisky was being landed and the weather was favourable for operations.This latest addition to the fleet of the Hansa Line, the s.s. *Rhinis*, sailed from the Tyne on the 8th inst. after a very successful trial trip. The vessel is intended for the Hansa Company's Eastern trade, and will carry over 8,000 tons dead weight on a light draft of water. On the following day the *Arcturion* was launched. This second vessel is 400 ft. in length by 51 ft. 9 ins. beam. She will also be fitted with a set of four crank quadruple-expansion engines.

ALL his friends up and down the China Station, will be pleased to hear that Captain J. J.

TELEGRAMS.

[Renter's.]

The State of Russia.

PRISON STORMED.

LONDON, 21st September.

A crowd in Riga has stormed the prison, killed and wounded five of the guards, and liberated two important political prisoners; the criminal prisoners were not liberated.

A revolt in the Orel prison was quelled by the troops, with one killed and five wounded.

Norway and Sweden.

Later.

A Swedish-Norwegian Parliament will meet on the 10th October to discuss the result of the Karlstad conference.

Obituary.

The death of Colonel Frank Rhodes is announced at Cape Town, from black-water fever.

[Colonel] Francis William Rhodes, C.B., was a son of the late Rev. F. W. Rhodes, and eldest brother of the late Cecil Rhodes. He was born in 1851, and at the time of his death was the managing director of the African Transcontinental Telegraph Co. He had served in the 1st Dragoons, had seen service in the Sudan, and at one time was secretary to the Governor of Bombay. He was also Governor of Mashonaland and Matabeleland, and during the campaign of 1900 was on active service in South Africa and was mentioned in despatches. He retired in 1903.—Ed., H.K.T.]

American Insurance Companies.

An official investigation into the affairs of the leading American insurance companies, now proceeding in New York, has disclosed astonishing irregularities.

Large loan transactions have not been recorded in the proper books, and heavy advances have been made to party funds and persons for political purposes.

EVADING HARBOUR RULES.

JUNK MASTER FINED.

Before the Hon. Mr. Basil Taylor, Marine Magistrate, Mr. M. McIvor, Inspector of Junks, charged Tsung Wing Kee, master of licensed junk No. S. 73 H, with unlawfully neglecting to report the arrival of his junk at the Harbour Master's office on the 2nd and 16th inst., contrary to sub-section 6, section 39 of Ordinance 70 of 1899.

Mr. McIvor said that on the 2nd inst., he was on board the defendant's junk, when the master in charge said the master had taken the license home with him, on account of the typhoon, and added that everything was in order. On the 16th inst., the same story was repeated, so he brought the man to the Harbour Office and kept him there until the master came in with the license. The license and special permit were produced the same day. The permit expired on the 30th April, and the master promised to renew the permit, but this had not been done.

Defendant said the junk was undergoing repairs from the 2nd to the 16th inst.

Mr. McIvor said that on both occasions the junk was loaded with stone. Defendant remarked that the junk had not been in use since the 30th April last. He came here on the 16th inst., and complainant told him to come to the Harbour Office after the typhoon was finished.

Mr. McIvor said he did not see the defendant on the 16th, so did not tell him anything. Defendant was fined \$30 or one month's imprisonment.

THE ALLEGED MURDER

AT KOWLOON.

This morning Inspector Langley again placed before Mr. G. N. Orme, Wong Hing, Liu Tam, Wong Hong, and Liu Sun, the coolies who are charged with the murder of Yau Kam, at Tsai Tsa Tsui on the afternoon of the 21st inst.

Dr. William Moor, Medical Officer, in charge of the Kowloon morgue, said he made a post-mortem examination of the body of a male Chinese, aged about 28 years. He found certain bruises on the body, and opening the abdomen found it full of blood. The spleen was enlarged to four times the usual size, and was ruptured. Death, in his opinion, was due to hemorrhage caused by a ruptured spleen. The rupture could be caused by a slight blow, and a fall might also cause it. The body was identified to witness by Chan Suu, another coolie, as the body of Yau Kam.

Mr. d'Almeida e Castro, from the office of Messrs. Bratton, Hett and Goldring, said that his office had but just been instructed to defend the second and third defendants, and he asked for a remand.

This was granted until Tuesday next at 2.15 p.m.

Mr. F. Paget Mett, of the same office, later appeared and asked that the case be set for Wednesday at 2.15 p.m. This was done. Bail was, of course, refused.

THE WEATHER.

The following report is from Mr. F. O. Figg, First Assistant of the Hongkong Observatory:—On the 23rd at 11.55 a.m. The barometer has risen quickly over the Philippines, and fallen slightly over China and Formosa.

The depression which appears to have crossed S. Luzon moving Westwards last evening, is probably situated this morning to the SW. of Luzon.

Fresh N.E. winds may be expected in the Formosa Channel, and strong N.E. winds over the N. part of the China Sea.

Forecast:—Fresh to strong N.E. breezes; fair, squally.

The important observations from Gap Rock are not available, the cable being still interrupted.

Telephonic communication with the Peak signal station is also interrupted.

DOUGLAS STEAMSHIP CO., LD.

ANNUAL MEETING.

SALE OF COMPANY SUGGESTED.

The twenty-second annual meeting of shareholders in the Douglas Steamship Co. Ltd., was held at the offices of the company at noon to-day, when there were present Mr. H. P. White (chairman), Hon. Mr. R. Shewan, Hon. Mr. C. W. Dickinson and Mr. A. G. Wood (controlling committee), Messrs. W. Parlane, J. E. Bingham, J. A. Tarrant, T. F. Hough, W. H. Potts, E. W. Mitchell, J. R. Michael, S. H. Michael, J. S. Perry, M. H. Michael, C. D. Wilkinson, J. A. Jupp, McIntosh, Chun Sue and others.

The notice convening the meeting having been read by the Secretary (Mr. W. Parlane), the Chairman said:—Gentlemen, the report and accounts having been in your hands some days, I will with your permission take them as read. The result of the year's actual working, while showing an improvement on the previous year, is not so good as we had hoped for, but at the same time it should be pointed out that the profits on the working of the steamers are almost entirely derived from the regular coast trade of the company, there having been no government or special charters during the period under review. Reference has been made in the report to the sale of the *Thales* and *Hailong*. Both these steamers were too small for our present trade, and as their running expenses were but little less than those of a steamer of almost double capacity, they had ceased to be remunerative for some time past. The question of a new steamer of larger capacity to replace those sold, has been temporarily shelved, but will be brought forward when the outlook for shipping in the East is more propitious. Competition with the subsidized Japanese line still continues, but at the present time the remaining steamers of the Douglas Company are earning fair freights. We were fortunate in having funds available at a time when money was in good demand, and you will learn from the accounts that the company has now a considerable sum out on mortgage which bears an average rate of interest of nearly 8½ per annum. The income under this heading will show a considerable increase in the next year's accounts, and we are hopeful that at the next general meeting we shall be able to show a better result on the year's working generally.

In the circumstances the general managers and consulting committee, after due consideration, have decided to declare a dividend of 7½ which virtually absorbs the whole of the actual profit on the year's working, to carry \$79,618.79 to credit of the reserve fund, and to write off 8% from the value of the company's properties (less the amount of the reserve fund). You will doubtless bear in mind that there was little or nothing written off last year. Before moving the adoption of the report and accounts, I shall be pleased to answer any questions that the shareholders may wish to put.

Mr. J. S. Perry.—Mr. Chairman, I should like to know what profit the company has made during the past year on the chartered steamer, *Emma Luyken*.

The Chairman.—There is no use in giving information away to our competitors. There is nothing gained by it.

Mr. Perry.—Did you make any loss?

The Chairman.—I have given my answer, Mr. Perry. It has never been customary to say whether any particular steamer is making a profit or not. Besides there is no use giving away information to our opponents; nothing can be gained by doing so. We have been asked the question before. If we say one steamer has made a certain profit, we give the information away to our opponents.

Mr. Perry.—Well, Mr. Chairman, I am glad to be able to make a few remarks and draw the attention of the general managers and consulting committee to the following facts in relation to the reports and accounts whose adoption we are called upon to pass to-day. Analysing the amount of profits of \$196,100.55, as shown in the account, I find that it is made up of the following items:—

\$126,000.00 difference between book value and sale price of *s.s. Thales* and *s.s. Hailong*,
\$1,400.00 Interest on the Co's investments,
\$51,400.00 profit on running the steamers,
and on coal.

\$12,750.00 less remuneration to general managers and other charges.

Balance \$16,618.74
196,100.55

It will readily be seen from the foregoing particulars that out of the large sum of profits, viz. \$196,100.55 as shown in the account, only the sum of \$38,618.84 is the actual return derived from the running of the Co's fleet. Thus with what was supposed to be a fairly good year (one better than the normal) as the past one and with a free field without any keen opposition from our competitors the Japanese (as the latter were obliged to charter foreign steamers at very high prices to take the place of their steamers which were employed by the Japanese Government as transports), our actual return from the working of the steamers amounted only to the sum of \$38,618.84. This net return represents 4.4 per cent. on the value of \$875,000 of the steamers. With this fact before us, it must be admitted that the company's position is anything but a satisfactory one; at any rate its earning powers have been so materially impaired that, as an enterprise, its ability to acquire for shareholders remunerative dividends, is fairly on the road to extinction. To pay dividends out of profits accrued from sales of steamers and interest on mortgages, etc. is taking us rather beyond the line and, scope of the business for which the company was originally constituted. Besides, profits from sales of steamers are a remote contingency and cannot be expected every year and should not be fallen back upon for dividends. What most seriously engages our attention now is the question whether or not the Company's fleet as now running, and with the prospective immediate resumption of competition by our indefatigable rivals—the Japanese—can make its way to pay the shareholders adequate

dividends on the assets of the company. I may remark in passing that should the company make it a rule of writing off eight per cent. from the steamers' value it would be found that the amount accrued from steamers' working pure and simple will not suffice to provide the wherewithal for this prudent and advisable policy. At present the assets of the company to cash and steamers, etc. amount to about \$1,400,000 and yet the shares are quoted at half the value, viz. 20,000 shares at \$35 per share, equal to \$700,000. Why this disparity is an oft enough heard question. It is simply because the company has proved itself, for a number of years past, incapable of earning dividends commensurate with the capital at its disposal. The prospect is anything but promising, and it requires no power of prescience to foretell that the position of the company will not only retrograde but there is every likelihood that the rate of retrogression will be such as to foredoom it to extinguishment much sooner than it should be pleasant to contemplate. Isn't it about time, with the experience of recent years, that the general managers in conjunction with the consulting committee should devise some means of turning the value of the assets of the company to better ends? I hear there is a syndicate who will be willing to offer \$50 per share and buy up the company. Will the general managers consider such a proposal, or will they endeavour to suggest any other scheme to promote the interest of the shareholders?

Mr. Hough.—I rise to a point of order, Mr. Chairman.

Mr. Perry.—I am referring to the report and accounts.

Mr. Hough.—We are called here to pass the report and accounts.

Mr. Perry.—Excuse me, I am making remarks on the accounts as published.

Mr. Hough.—I think Mr. Perry has got very wide of the mark. We are having a screech inflicted upon us.

Mr. Perry.—I am passing remarks, Mr. Chairman, on the accounts.

The Chairman.—Well, keep to the accounts. Further than the report and accounts you cannot go.

Mr. Hough.—But we should not have anything inflicted upon us about which we know nothing. He should have given notice.

Mr. Perry.—I am passing remarks on the report and accounts. I have nearly finished. I have only a line more, and that is all.

The Chairman.—Go on.

Mr. Perry.—I was just going to say that I should be ruled out of order were I to bring forward a motion to the effect at the present meeting; but I offer it as a suggestion, meriting prompt consideration, that an extraordinary meeting be called for discussing a question of vital importance such as my proposal involves and give the shareholders a chance to express their views on the matter. Before sitting down I may point out that holding as I do a large number of shares, I feel I have some justification in giving public utterance to some of my views.

The Chairman.—I am very pleased to have heard what you said, Mr. Perry, but you are wrong on some points. You say we have no opposition. We have had a very strenuous opposition the whole time with the chartered steamer—an equal opposition to the Japanese-owned steamers, who cut rates and take cargoes so that they are an equal opposition against us. We have the same number of steamers against us the whole time.

Mr. Perry.—They charter foreign-owned steamers and have to pay for them.

The Chairman.—It does not matter what they are; they are losing money.

Mr. Perry.—You are also losing money.

What profit did you make Mr. Chairman?

The Chairman.—We are not losing money.

Mr. Perry.—What profit did you make?

The Chairman.—We made some profit. All our dividends, you say, are paid out of profits of steamers; they are not paid out of the actual earnings every time. You get the interest on mortgage; that is part of capital. We can always get that.

Mr. Perry.—I know we can, but I want to know what profit you made out of the earnings of the steamers.

The Chairman.—\$50,000.

Mr. Perry.—Excuse me, \$38,000.

The Chairman.—Apart from that we have got rid of two steamers, the *Thales* and *Hailong*, which were certainly not paying steamers. We have now three steamers which are earning fair returns; I think, and I believe, as I said in my report that, at the next meeting, we shall be able to show a better result.

Mr. Perry.—I am afraid, Mr. Chairman, that that is a question.

The Chairman.—I don't know.

Mr. J. R. Michael.—Mr. Chairman, is there any chance of improving our position by coming to terms with the Japanese?

The Chairman.—Mr. Michael, I am tired of it. I have tried and tried again and again. There is no prospect at all. You know the Japanese. They say they will communicate with Tokio, but they never do, and you hear nothing more. There is no prospect at all. I have been in communication with them time after time.

There being no further questions the Chairman moved the adoption of the report and accounts.

Mr. C. D. Wilkinson seconded.

The motion was put to the meeting and carried.

CONSULTING COMMITTEE.

Mr. Jupp proposed that the Hon. Mr. C. W. Dickinson, the Hon. Mr. R. Shewan, Mr. C. H. Thomson and Mr. A. G. Wood be re-elected to the consulting committee.

Mr. Mitchell seconded, and the proposition was agreed to.

AUDITORS.

Mr. Perry proposed that Messrs. W. H. Potts and A. R. Lowe be re-elected auditors.

Mr. Hough seconded, and the motion was carried.

The Chairman.—That concludes the business, gentlemen. I thank you for your attendance. I hope that at the next meeting I shall be able to give you a better report. The dividend warrants will be ready on Monday.

The proceedings were terminated.

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report of the 22nd inst., Messrs. Benjamin, Kelly and Potts state:—

There has been a general inquiry for the various stocks during the past week and a fair investment business has been put through. The tone of the market is rather healthier than has been the case some time ago, and rates for most stocks have improved.

Shareholders in the Tebrau Planting Company, Limited (in liquidation), are notified that on and after the 30th instant, the Liquidators (Messrs. John D. Humphreys and Son) are prepared to pay in exchange for share certificates a first and final dividend of \$2.267/1000 per share.

Banks.—Hongkong and Shanghai Banks have changed hands at 90s and close with further sellers. The London quotation is £90 15s. od. Nationals are wanted at 93s.

Marine Insurances.—Cantons are easier at 33½s. China Traders have declined and sales at 77s and 77½s have been effected. Unions have been taken off the market at 78s and 78½s, closing in further request at the higher rate. The net premium collected for the year 1904, after deducting returns and reinsurance, amounts to \$4,582,357.20. After providing for a bonus of 20 per cent. on contributions paid in May last, there remains at credit of working account a balance of \$1,485,921.82 which the directors propose to distribute as follows:—

To pay a dividend of \$40 per share (absorbing \$400,000); transfer to silver reserve fund \$150,000 and to sterling reserve fund \$135,921.82 (\$20,000 at exchange 1/10); and carry forward to underwriting suspense account the balance of \$322,588.49 to close the account for the year. The balance to the credit of 1905 account amounted to \$2,339,112.23 on the 30th June last.

Fire Insurances.—China Fires have improved and are in demand at 87s. Hongkong Fires have also advanced to 83½s.

Shipping.—Hongkong, Canton and Macao Steamboats are wanted at 26½s. Indo-China have been dealt in at 52s and 53s. Douglas Steamships have found buyers at the improved rate of \$36. On the twenty-second year's working of the company, ended 30th June, 1905, the general managers report that after paying all expenses, the amount at credit of profit and loss account, including \$126,000 (difference in amount realised by the sale of *Thales* and *Hailong* and their book values) \$96,100.55, and with the consent of shareholders, they propose to deal with this in the following manner:—To pay a dividend of 3½ per share which will absorb \$70,000; write off \$4,461.76 from value of company's properties on 30th June last, and transfer to reserve fund the balance of \$99,638.71. Shell Transports are quoted at 21s.

Refineries.—China Sugars have been sold and there are further sellers at 53s. Luzons are offering at 47s.

Mining.—Chinese Engineerings have jumped to 11s 8½s and can be placed at the rate. Rubbers are up to 5½s. Orientals are quoted at G. 5½s; the London quotation has fallen to £3 12s. 6d.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are without business at 19½s. Farnhams have been booked at 11s 14½s, 12s and 12½s and close with inquiries at 12s 14½s. Kowloon Wharfs have advanced to 10½s and with firm orders, shares can probably be placed at 10½s. Hongkew Wharfs are inquired for at 11s 18½s.

Lands, Hotels and Buildings.—Hongkong Lands have been negotiated at 128½s and more shares are obtainable. Shanghai Lands remain on offer at 11s 12s. Astor House Hotels have changed hands at 58s. Hongkong Hotels have been fixed at 147s, and further sales of Hotel des Colonies are reported at 11s 19½s. Humphreys' Estate continue in demand at 12½s. Cotton Mills.—Ewos are wanted at 11s 5½s after sale at the rate. Internationals are unchanged and Laou-Kuug-Mows can be placed at 11s 25s. Hongkong Cottons are still offering at 14½s.

Miscellaneous.—Green Island Cements remain weak at 28s. A. S. Watsons have been placed at 14½s. Electrics have changed hands at 15½s for the old and at 9½s for the new shares. Dairy Farms have been bought and more shares are wanted at 57s. William Powells are in request at 11½s (old) and 10½s (new). According to the directors' report on the working of the company for the year ended 30th June, 1905, the net profit, including the sum of \$588.28 brought forward from last account, amount to \$27,624 from which has to be deducted the interim dividend of 50 cents per share paid on 10th April last and \$2,300 directors' and auditors' fees, leaving an available balance of \$19,324 which it is proposed to appropriate as follows:—To pay a final dividend of 70 cents per share (old issue), absorbing \$8,000; write off stock and fixtures and fittings \$6,000.35; provide for bad and doubtful debts \$784.70; add to equalization of dividend fund \$1,500; pay to manager and staff a bonus of \$1,000, and carry forward \$676.95. Hall and Holt have been sold at 37s and Shanghai Gas shares at 11s 12s. Langkats have had a phenomenal rise during the week and close in demand at 11s 22s.

YARN MARKET.

In their report, dated 22nd instant, Messrs. Philoraba B. Petit and Co. write:—Our Yarn Market during the beginning of the fortnight under review opened at last month's prices, and a moderate business transpired; later, a rise in the rate of exchange on India, coupled with the eagerness of large importers, to quilt, and a slackness of demand from the interior and the consuming districts, a decline of from fifty cents to two dollars was established. This decline at first induced dealers as well as speculators, to come forward in the market and put, chased a good lot of selected and well-known threads; but towards the close of the week they again disappeared from the market as report was circulated of a very heavy arrival shortly, and in fact during the last two days (though the

exchange has again declined) a very little business was done in best and selected threads only, at the last prices. The Chinese dealers are not free buyers even at the decline. A fair business was reported in No. 20s at a decline of \$1 to \$2 per bale. No. 16s moved moderately at a decline of \$1. No. 12s changed hands at a reduction of \$1 to \$1½ per bale. Compared with the heavy stock of No. 10s in first hands, the business reported was very small, prices show a decline of \$1 to \$2 per bale. No business was reported in No. 8s. A small sale of No. 6s at a decline of \$1 was reported in the market. The market closes quiet. Sales are reported of about 100 bales of No. 6s; 3,075 bales of 10s; 2,575 bales of No. 12s; 625 bales of No. 16s; 1,525 bales of No. 20s; in all about 8,800 bales. Arrivals per s.s. *Silasia*, *Cathartes*, *Apoor*, *Nantang* and *Chusan* about 2,500 bales. The Shipments to Shanghai and the Northern Ports about 2,500 bales. The Unsold Stock is estimated at about 47,000 bales.

Local Mill.—Sales of about 400 bales of No. 10s at \$11 per bale.

Japanese Yarn.—No sales.

Exchange.—We quote to-day on India Rs. 145 per cent; London at 11. 11½d.—S.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T. 111½
Do. demand 111 5/16
Do. 4 months' sight 111 9/16
France—Bank T.T. 243½
America—Bank T.T. 47
Germany—Bank T.T. 1.08
India T.T. 144½
Do. demand 145
Shanghai—Bank T.T. 71½
Singapore T.T. 9 5/8
Japan—Bank T.T. 95
Java—Bank T.T. 110½

Buying.

4 months' sight L/C 111 11/16
6 months' sight L/C 111 13/16
30 days' sight San Francisco & New York 47½
4 months' sight do 48½
30 days' sight Sydney and Melbourne 111 15/16
4 months' sight France 243½
4 months' sight do 244½
4 months' sight Germany 1.08
4 months' sight Japan 95
Bank of England rate 10.32
Sovereign 10.32

OPIUM QUOTATIONS.

To-day's quotations are as follows:—

Malwa New 1.080
" Old 1.160
" Older 1.220
" Oldest 1.320
Per chest
China New 6.082
" Old 1.030
" Older 965
" Oldest 1.000
Per chest

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 2nd day of October, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND on South side of Kennedy Road and East of Ship Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	LOCALITY.	Boundary Measurements.				Contents in Square feet.	Annual Rent.	Upset Price.
No.	No.		N.	S.	E.	W.			
			ft.	ft.	ft.	ft.			
	Inland Lot No. 1744.	South side of Kennedy Road, above black road, and above the East of Ship Street.	80	80	80	80	6,000	44	1.12

Hongkong, 23rd September, 1905. [957]

"DEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE,"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 30th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th proximo, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 23rd September, 1905. [956]

THE HONGKONG FROZEN

FOOD SUPPLY.

ON and after MONDAY, the 18th

September, 1905, the DEPOT in WYNDHAM

STREET (DAIRY FARM DEPOT) will

open at 6.00 A.M. instead of 6.30 A.M.

Hongkong, 23rd September, 1905. [94]

Intimations.

THE

ROBINSON PIANO

COMPANY, LD.

PRACTICAL

PIANO

EXPERTS

MANUFACTURERS, TUNERS

AND

REPAIRERS.

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"TYDEUS"	29th September.
GLASGOW and LIVERPOOL	"CHINGWO"	2nd October.
GLASGOW and LIVERPOOL	"KINTUCK"	10th "
GLASGOW and LIVERPOOL	"CALCHAS"	17th "
GLASGOW and LIVERPOOL	"DEUCALION"	24th "
GLASGOW and LIVERPOOL	"MENECLAUS"	31st "
GLASGOW and LIVERPOOL	"PINGSUEY"	7th November.
GLASGOW and LIVERPOOL	"HECTOR"	14th "
GLASGOW and LIVERPOOL	"CLAUCUS"	21st "

HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"ANTENOR"	25th September.
LONDON, AMSTERDAM & ANTWERP	"ALCINOUS"	7th October.
GENOA, MARSEILLES & L'POOL	"AGAMEMNON"	10th "
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	24th "
LONDON, AMSTERDAM & ANTWERP	"MACHAON"	7th November.
GENOA, MARSEILLES & L'POOL	"CHINGWO"	20th "
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	21st "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	1st October.
	"PINGSUEY"	1st November.

WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMON"	24th October.
	"MACHAON"	3rd November.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd September, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, YOKOHAMA and KOBE	"YOHOW"	25th September.
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE	"CHANGSHA"	25th "
MANILA	"TAMING"	26th "
SWATOW, CHEFOO and TIENSIN	"CHILHI"	27th "

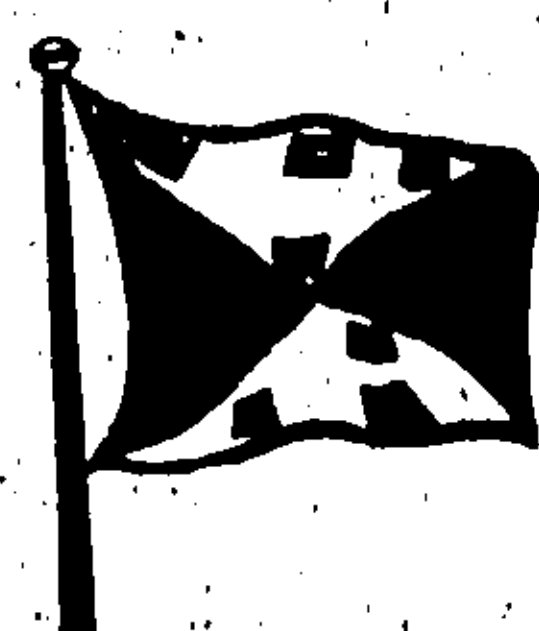
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unvalued table. A duty
qualified Surgeon is carried.Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd September, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	A. H. Nottley	MANILA	SATURDAY, 30th Sept., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 7th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 23rd September, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"ALSTON"	20th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 18th September, 1905.

BOO CHEONG,

STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copies, Presses, also Automatic Cyclostyle
and Mills Duplicator.
Hongkong, 2nd February, 1905.

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,
4, DES VOGES ROAD.SHIPS loaded from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 390.
Hongkong, 1st October, 1905.

Shipping—Steamers.

HONGKONG-MACAO LINE.

S.S. "WING CHAI".

Captain: T. AUSTIN, R.N.

THIS Steamer departs from Hongkong on
Week Days, at 7.30 A.M. and on Sun-
days at 8.30 A.M. Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 3.30 P.M.
if tide permits.FARES.—Week Days. 1st Class, including
Cabin and servant, Single 3s; Return Ticket,
5s; 2nd Class, 1s; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, 2s; Return, 3s; 3rd Class, Single,
1s; Return, 50 cents. Steerage, 10 cents.
Breakfast, Tiffin and Dinner can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of 2s.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged 5s
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so on the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.(MING ON & Co.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 13th June, 1905.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG CHOW" 1,309	T. R. MEAD.
"KWONG TUNG" 1,238	H. W. WALKER.

Leave Hongkong for Canton at 9 every
evening (Saturday excepted).Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.Passage Fare—Single Journey 3s.
Meals 1s each.The Company's Wharf is a short distance
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 23rd August, 1905.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 23rd September, 1905.

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TRIPS TO CANTON AND MACAO.

THE Yuk On Company's Splendid Steamer

"YING KING",

1,088 tons, Registered.

Captain E. J. Page, will leave Hongkong for
Canton every MONDAY, WEDNESDAY,
and FRIDAY EVENING, at 8.30 P.M.,
returning to Hongkong every TUESDAY,
THURSDAY and SATURDAY, about 4 P.M.On SUNDAYS she will make an EXCUR-
SION TRIP TO MACAO, leaving Hongkong
at 8.30 A.M., and returning from Macao about
7.30 P.M.The "Ying King" is especially fitted for
these runs, is the newest, fastest and most
luxuriously furnished steamer on the line and
is lighted throughout with Electricity, also hot
and cold water is supplied.

FARES:

First Class single journey to Canton 3s. 50

Second " " " " 2s. 50

Third " " " " 1s. 50

First class single journey to Macao 1.00

Second " " " " 0.50

Third " " " " 0.25

Return fares, 50% extra.

Breakfast, Tiffin or Dinner 1s each only.

Wines and Spirit of the best brands are used.

The wharf in Hongkong is at the West end
of Wing Lok Street.The wharf in Macao is the same as the
S.S. "Pursuance".For further information, apply to the Office of
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street, Hongkong,
or to
Messrs. WENDT & Co., Canton Agents.
S. A. NORONHA, Macao Agent.
Hongkong, 23rd August, 1905.

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Intimation.

BAY VIEW HOUSE.

MACAO.

SITUATED at the most charming part
of Macao's Famous Beach, has just
been opened for the public and for the
benefit of HONGKONG VISITORS, who travel
to this Delightful Resort.BATHING PARTIES, and indeed every
Holiday Seeker on pleasure bent, will find
all their wants supplied at BAY VIEW
HOUSE.MORNING TEAS, BREAKFASTS,
TIFFINS, AFTERNOON TEAS, and
DINNERS can be supplied to any number
at the shortest notice, and at the most
reasonable prices.On SUNDAYS Meals served a la carte
from 11 A.M. to 9 P.M.Only the Finest Brands of WINES and
LIQUEURS will be kept in stock.LIGHT REFRESHMENTS of every
description, including Ices, may be had at
the lowest prices.After one trial of the fancy fare at BAY
VIEW HOUSE, you will be loth to return
to Hongkong.TELEGRAPHIC ADDRESS:
"BAYVIEW, MACAO."

Macao, 7th June, 1905.

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Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEM, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "POLYNESIEN,"

Captain Broc, will be despatched for MARSEILLES on TUESDAY, the 3rd October, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. CALEDONIE, 17th October.

S.S. OCEANIE, 31st October.

S.S. SALAZIE, 14th November.

G. DE CHAMPEAUX, Agent.

Hongkong, 20th September, 1905.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"NUBIA,"

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for MARSEILLES and LONDON DIRECT, via COLOMBO, on SATURDAY, the 7th October, at Noon, taking Passengers and Cargo for the above Ports.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, 23rd September, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Steamer, Tons, Captain, Sailing.

Shawmut, 9,600, E. V. Roberts, 14th Oct.

Tremont, 3,753, G. W. Wright, 11th Nov.

Lyra, 4,417, G. V. Williams, 9th Dec.

Plutades, 3,753, F. G. Purinton, 29th Dec.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 21st September, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE, DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

AND

KODAKS, FILMS,

ACCESSORIES.

AMATEUR WORK RECEIVED PROMPT AND CAREFUL ATTENTION.

Hongkong, 16th May, 1905.

To Let.

SHOP TO LET IN QUEEN'S ROAD CENTRAL.

HALF THE PREMISES at present occupied by the ROBINSON PIANO CO., possession November 1st.

For Particulars, apply to—

W. BREWER & Co., Hongkong, 23rd September, 1905.

TO LET.

SHOP in HONGKONG HOTEL (at present used as a Bar) at the corner of Pedder Street and Des Vaux Road. Splendid position.

ALSO

SHOP No. 23, QUEEN'S ROAD CENTRAL, now in the occupation of Messrs. W. BREWER & Co.

Apply to—

SECRETARY, Hongkong Hotel, Hongkong, 21st September, 1905.

TO LET.

NO. 15, KNUXTFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 5th September, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at present in occupation of the Steam Laundry Co., Ltd.

No. 1, RIPON TERRACE, FLATS in MORETON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAYA EAST.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 19th August, 1905.

TO LET.

NO. 3, MACDONNELL ROAD.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 19th July, 1905.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD., Hongkong, 27th June, 1905.

TO LET.

WITH IMMEDIATE POSSESSION.

"FOREST LODGE," Caine Road.

Apply to—

H. N. MODY, Hongkong, 4th May, 1905.

TO LET.

No. 15, PRAYA GRANDE, MACAO.

BEAUTIFULLY situated. Six Fine Large Rooms also Bath Rooms and Fine Verandah. Spacious Gardens attached.

Apply to—

A. A. DA ROZA, 20, Connaught Road, Hongkong, 15th September, 1905.

TO LET.

SEMI-DETACHED VILLAS, Two, in Garden Road, near the Ferry, with Fine Bright and Airy Rooms. GAS and ELECTRIC BELLS laid on. Commanding fine view of the Harbour.

Rents very moderate.

Apply to—

H. RUTTONJEE, No. 5, D'Aguiar Street, 37 and 38, Elgin Road, Kowloon, Hongkong, 5th June, 1905.

FOR SALE.

INCANDESCENT GASOLINE LAMPS

OF ALL DESCRIPTIONS, from the best makers.

INCANDESCENT MANTLES, CHIMNEYS, GLOBES, SHADES, &c., for GASOLINE and GAS LAMPS at the most moderate prices.

Lamps fixed up for Buyers free of charge.

Naphtha of the best kind kept in stock.

TAI KWONG CO., 56, Lyndhurst Terrace, Hongkong, 22d May, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Supplied by Messrs. BENJAMIN, KELLY, & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.									
STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION.	CLOSING QUOTATIONS.	
BANKS.									
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,500,000 \$9,500,000	\$1,702,728	\$1 15/- @ exchange 1/10 = \$18.66 1/2 for first half-year 1905	5 1/2	\$900 sellers (London 200)	
National Bank of China, Limited	99,025	£7	£5	\$200,000	\$41,768	\$2 (London 3/6) for 1905	5 1/2	\$38 buyers	
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739,393	\$150,494	\$17 for 1905	5 1/2	\$335	
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$1,518,992 \$368,366 \$371,445	Nil.	\$44 for year ended 30.4.1904	5 1/2	\$778 buyers	
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Interim of 7 1/2 for 1904	8 1/2	Tls. 82	
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$2,000,000 \$127,749 \$803,110 \$846,771 \$950,000 \$5,800	\$2,078,997	\$35 for 1905	41 1/2	\$785 buyers	
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$1,000,000 \$218,093 \$2,218	\$486,284	\$12 and \$3 special dividend for 1905	10 1/2	\$1,721	
FIRE INSURANCES.									
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$1,000,000 \$218,093 \$2,218	\$329,047	\$6 dividend & \$1 bonus for 1905	8 1/2	\$387 buyers	
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,200,000 \$1,200,000 \$1,200,000	\$360,372	\$34 for 1905	10 1/2	\$337 1/2	
SHIPPING.									
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$185,000	\$8,832	\$1 for 1904	5 1/2	\$20 sellers	
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$250,000 \$250,000	Nil.	\$2 for year ended 30.6.1904	5 1/2	\$36 sales	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$600,000 \$1,453,376 \$1,120,000 \$241,199 \$1,399,999	\$8,054	\$1 for first half-year 1905	7 1/2	\$264 buyers	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	£4,435	12/- @ 1/10 = \$6.29 5/11 for 1904	6 1/2	\$93	
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 25,000 Tls. 25,000 Tls. 25,000	Tls. 43,763	Interim of Tls. 2 for 1905	7 1/2	Tls. 58 sales	
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 50,000 Tls. 50,000 Tls. 50,000	Tls. 85,854	Interim of Tls. 1 1/2 for 1905	7 1/2	Tls. 48 sales	
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£4,000,000 £4,000,000 £4,000,000	£58,854	Interim of 1/- (Coupon No. 3) for 1904	4 1/2	\$17	
"Siar" Ferry Company, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$299	\$1.80 for year ending 30.4.1905	5 1/2	\$33 sellers	
Do.	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$299	\$1.80 for year ending 30.4.1905	5 1/2	\$33 sellers	
Straits Steamship Company, Limited	5,000	\$100	\$100	\$500,000 \$500,000 \$500,000	\$21,231	\$10 for 1904	6 1/2	\$142 buyers	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000 Tls. 98,000 Tls. 98,000	Tls. 4,333	Interim of Tls. 2 for 1905	13 1/2	Tls. 29 sales	
REFINERIES.									
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 \$150,000 none	\$42,812	Interim of \$10 for 1905	10 1/2	\$230	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,087	\$3 for 1897	3 1/2	\$17 sellers	
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.6.04	3 1/2	Tls. 68 sales	
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£40,000 £12,289 none	£7,820	Interim of 1/- (No. 4)	...	Tls. 84 buyers	
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	none	G \$672,093	Interim of 50 cents (gold) for 1905 (No. 5)	...	G \$171	
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£18,000 £18,000 £18,000	£4,873	No. 12 of 1/- = 48 cents	...	\$4	
DOCKS, WHARVES & GODOWNS.									
Farnham, (S. C.) Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 34,924	Final of Tls. 8 making Tls. 13 for 1904/5	9 1/2	Tls. 141 buyers	
Fenwick (Geo.) & Co., Limited	12,000	\$25	\$25	\$300,000 \$300,000 \$300,000	\$8,577	\$3.75 for 1904 on old capital	7 1/2	\$27 buyers	
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$2,000,000 \$2,000,000 \$2,000,000	\$20,422	Interim of \$4 1/2 for 1905	4 1/2	\$104 sales	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$2,500,000 \$2,500,000	\$501,332	\$6 for first half-year 1904	6 1/2	\$103	
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$39,000 \$39,000 \$39,000	\$480	\$1 1/2 for 1905	7 1/2	\$17 sellers	
Shanghai and Hongkew Wharf Company	32,000	Tls. 100	Tls. 100	Tls. 487,210 Tls. 487,210 Tls. 487,210	Tls. 10,711	Interim of Tls. 6 for 1905	6 1/2	Tls. 185 buyers	
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$3,700,000 \$3,700,000 \$3,700,000	\$206,645	\$20 for 2nd half year making \$36 for 1904	6 1/2	\$40 buyers	
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,763	Tls. 18 for 1904	9 1/2	Tls. 192 buyers	
LANDS, HOTELS & BUILDING.									
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$14,516 Tls. 34,000 Tls. 8,000	\$9,028	\$2 1/2 for year ended 30.6.1905	9 1/2	\$28 sales	
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 100,000 Tls. 100,000 Tls. 100,000	Tls. 806	Final of Tls. 5 making Tls. 9	6 1/2	Tls. 135 sellers	
Central Stores, Limited	6,000	\$15	\$15	\$90,000 \$90,000 \$90,000	\$1,502	Final of 60 cents making \$1.80 for 1904	10 1/2	\$18 sales	
Do. (Founders)	123	\$15	\$15	none	none	None	7 1/2	\$71	
Do. (New Issue)	24,000	\$15	\$15	none	none	Preferential of 7 per cent for 1904	7 1/2	\$71	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$648,975 \$648,975 \$648,975	\$10,126	\$5 for first half-year 1905	6 1/2	\$147 sales	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000 \$5,000,000	\$57,875	Interim of \$3 1/2 for 1905	5 1/2	\$125 sales	
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 22,500 Tls. 22,500 Tls. 22,500	Tls. 7,202	Tls. 2 1/2 for the year ending 31.3.1905	13 1/2	Tls. 104 buyers	
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000 \$200,000 \$200,000	\$11,958	Interim of \$4	7 1/2	\$105	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$377	90 cents for 1904	7 1/2	\$124 buyers	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	none	\$3 for 1904	7 1/2	\$40	
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000 none	Tls. 40,666	Interim of Tls. 3 for 1905	6 1/2	Tls. 122 sellers	
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 70,000 Tls. 70,000 Tls. 70,000	Tls. 670	Interim of Tls. 3 for 1905	12 1/2	Tls. 45 sellers	
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 62,300 Tls. 62,300 Tls. 62,300	Tls. 755	Interim of Tls. 3 for 1905	6 1/2	Tls. 173 buyers	
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	6 1/2	Tls. 12	
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,247	Interim of \$1 1/2 for 1905	6 1/2	\$55	
COTTON MILLS.									
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 12,844	Tls. 4 for year ended 31.10.1905	8 1/2	Tls. 521 buyers	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$39,000 Tls. 50,000 Tls. 31,669	\$23,464	\$1 for the year ending 31.7.05	7 1/2	\$141 sellers	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 31,669 Tls. 31,669 Tls. 31,669	Tls. 13,629	Interim of 3 1/2 a/c 1898	...	Tls. 45 sales	
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 1/2 a/c 1898	...	Tls. 50 buyers	
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 22,050	4 1/2 for 1897	...	Tls. 350 buyers	
MISCELLANEOUS.									
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	...	First year	...	\$105	
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$114	£770	1/5 per share for 1904	9 1/2	\$75 buyers	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	8 1/2	\$46 sales	
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	8 1/2	\$114	
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Interim of Tls. 5 for 1905	8 1/2	Tls. 771 sellers	
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$37,599	Interim of Tls. 3 for 1905	...	\$10	
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000,000	\$1,581	80 cents for 1904	9 1/2	\$97	
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$200,000 \$500,000 \$180,000	\$95,054	\$1 1/2 for year ending 31.7.1905	7 1/2	\$27 buyers	
Green Island Cement Company, Limited	150,000	\$10	\$10	\$500,000 \$180,000 \$320,000	\$95,054	\$2 for 1904	7 1/2	\$27 buyers	
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000 £25,394 £5,000	\$7,551	Final of \$1 1/2 making \$2 1/2	9 1/2	\$27 sales	
Hongkong & China Gas Company, Limited	7,000	£10	£10	£25,394 £5,000	£8,188	£1 div. and 2/- bonus for 1904	7 1/2	\$175 buyers	
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$2,151	\$1.00 for year ending 30.11.1905	7 1/2	\$147 sales	
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	none	\$2,151	50 cents for 1905	7 1/2	\$147 sales	
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$50,000 \$50,000 \$50,000	\$2,766	\$1 1/2 for year ending 30.11.1904	7 1/2	\$147 buyers	
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$50,000 \$50,000 \$50,000	\$5,350	Interim of \$4 for 1905	7 1/2	\$375 buyers	
Hongkong Steam Waterboat Company, Limited	10,000	\$50	\$50	\$500,000 \$500,000 \$500,000	\$11,137	\$10 for 1904	11 1/2	\$111 buyers	
Lane, Crawford & Co., Limited (Shanghai)	15,000	\$70	\$70	\$1,050,000 \$1,050,000 \$1,050,000	\$22,990	Interim of 50 cents for 1904	11 1/2	\$111 buyers	
Mattechawp (or Mj), Bosch-en Landbouwen-plotiats in Langkat, Limited	2,500	\$100	\$100	none	\$2,151	Final of 50 making \$10 for 1904	9 1/2	\$147 sales	
Mendon, (E. L.) Limited	25,000	G. 100	G. 100	Tls. 520,000 Tls. 104,000 Tls. 104,000	Tls. 11,840	100 quarterly of Tls. 2 1/2 paid 15.9.05 mak- ing so far Tls. 11 for 1905	...	Tls. 221 buyers	
Monong, (E. L.) Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 117,638	Tls. 6 for 1905	...	Tls. 35	
Philippine Company, Limited	7,500	\$10	\$10	none	Dr. \$1,557	First year	...	\$20	
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	none	Dr. \$1,557	None	...	\$20	
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 104,172 Tls. 104,172 Tls. 104,172	Tls. 6,011	Interim of Tls. 3 for 1905	...	Tls. 121 sales	
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000 Tls. 45,000 Tls. 45,000	Tls. 6,751	Tls. 6 for 1904	...	Tls. 10 sales	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 45,000 Tls. 45,000 Tls. 45,000	Tls. 6,751	Interim of Tls. 6 for 1905	...	Tls. 111 sales	
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,000 Tls. 24,000 Tls. 24,000	Tls. 1,200	Final of Tls. 6 making Tls. 12	11 1/2	Tls. 45 sales	
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 170,000 Tls. 170,000 Tls. 170,000	Tls. 17,720	Interim of 15/- for 1905	...	Tls. 60 sales	
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$2,658	None	...	Tls. 60 sales	
Stam. Laundry Company, Limited	15,000	\$5	\$5	\$75,000 \$75,000 \$75,000	\$750	60 cents for year ending 31.5.04	...	Tls. 60 sales	
Straits Ice Company, Limited	2,000	\$100	\$100	Tls. 45,000 Tls. 45,000 Tls. 45,000	Tls. 1,012	\$5 for 1905	...	Tls. 60 sales	
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 45,000 Tls. 45,000 Tls. 45,000	Tls. 1,012	Final of Tls. 4 1/2 making Tls. 9 1/2 (50 cents) for year	...	Tls. 60 sales	
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$90,000 \$90,000 \$90,000	\$551	Final of Tls. 4 1/2 making Tls. 9 1/2 (50 cents) for year	...	Tls. 60 sales	
Do. (Founders)	100	\$10	\$10	\$1,000 \$1,000 \$1,000	\$551	Final of Tls. 4 1/2 making Tls. 9 1/2 (50 cents) for year	...	Tls. 60 sales	
Water, (A. S.) & Co., Limited	20,000	\$10	\$10	\$200,000 \$200,000 \$200,000	\$600	Final of Tls. 4 1/2 making Tls. 9 1/2 (50 cents) for year	...	Tls. 60 sales	
Williams Powell, Limited	15,000	\$10	\$10	\$150,000 \$150,000 \$150,000	\$450	Final of Tls. 4 1/2 making Tls. 9 1/2 (50 cents) for year	...	Tls. 60 sales	